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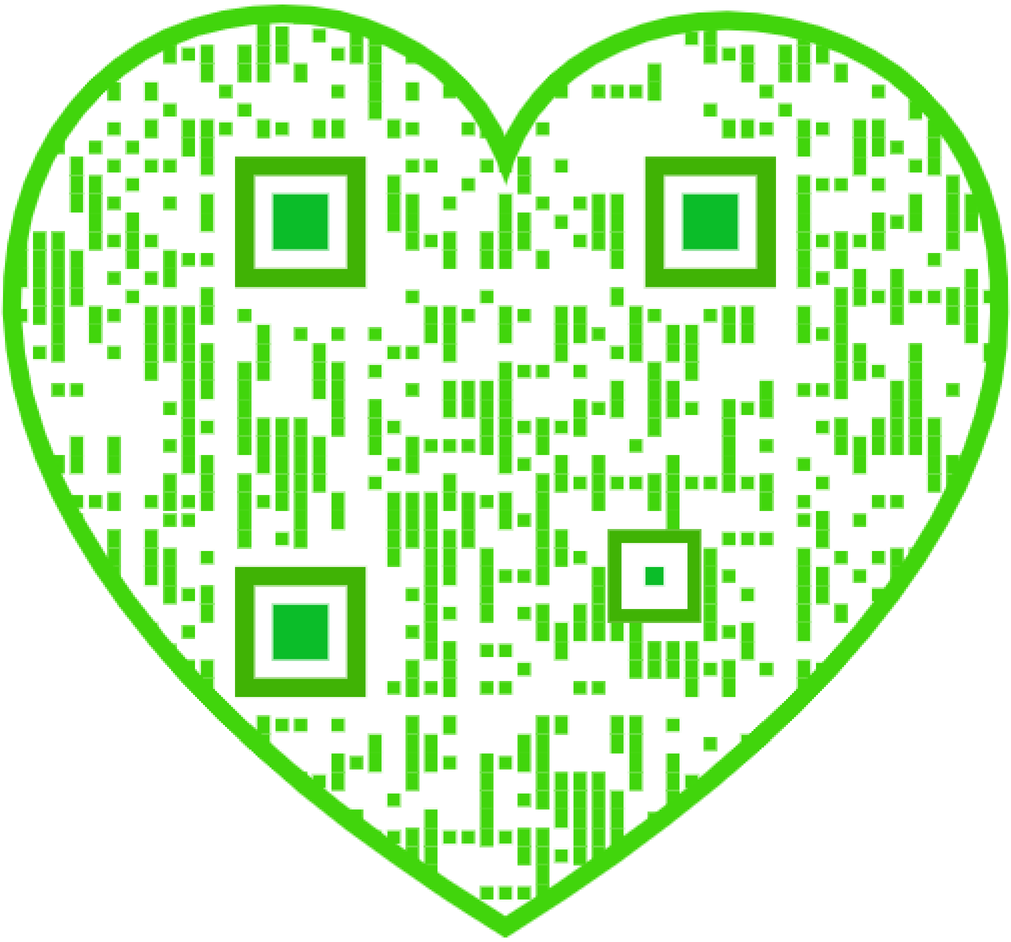

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A VIEW TO A THRILL

The sun is shining and summer fun is around the corner, meaning many of you will be considering the purchase of your next Porsche. We hope the selection of P-cars showcased across the following pages helps you decide whether to invest your hard-earned cash in a Porsche old, new or something in between. Moreover, we hope the cars featured in this issue of the world's best-selling monthly Porsche magazine encourage you to broaden your search, perhaps incorporating a model you haven't yet considered?

Our market insider, Karl Meyer, raises important points for consideration concerning vehicle selection, amounting to the Porsche you want not necessarily being the Porsche you need. It's valuable advice for anyone scanning the classifieds, whether for their first or additional sports car.

Of course, one of the great things about Porsche ownership is the fantastic variety of cars on offer, spanning almost eighty years of manufacturing. You'll note we've sampled a wide variety of 911s when pulling this magazine together, spanning different tastes, age of vehicle and budget. Kick back, relax and ponder your prospective purchase.

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@FurrsFleet

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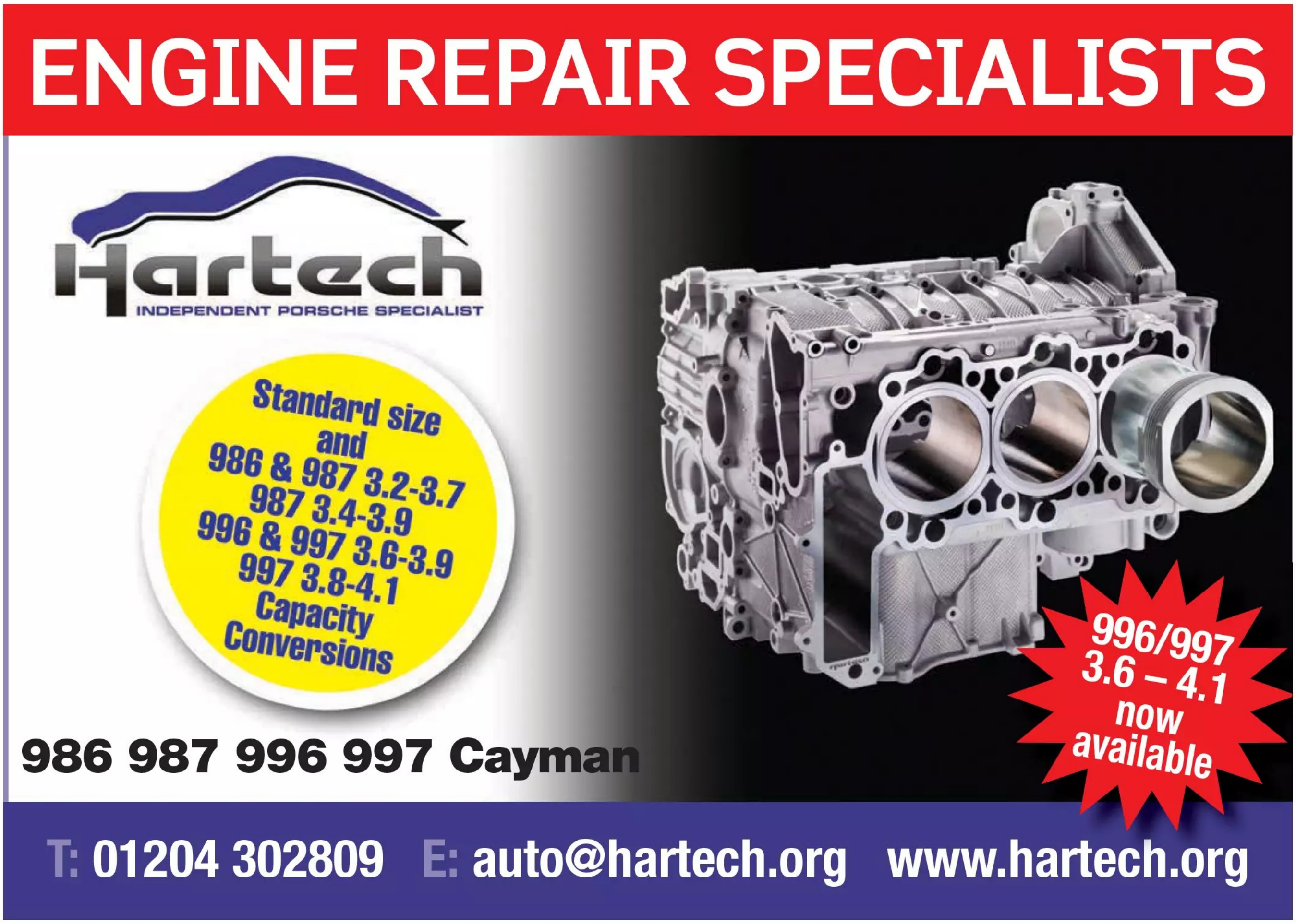

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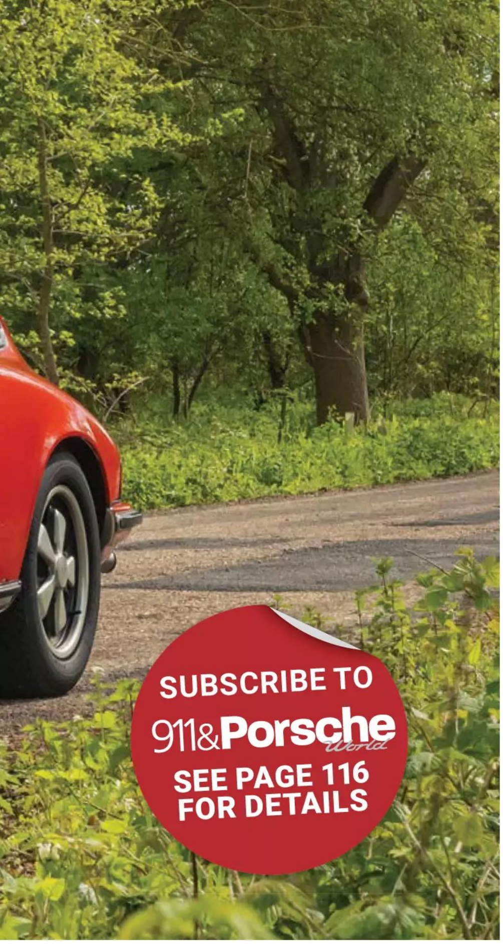

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VIVA LA REVOLUTION

Porsche has invested much time and money to ensure the 911 GT3 retains its four-litre engine and 9,000rpm redline for one more outing, but is this really the last normally aspirated GT3? If so, where does it stand in the hallowed pantheon of its predecessors? These are key questions for anyone eyeing up a new GT3 as their next Porsche...

Words **Matt Robinson** Photography **Rossen Gargolov**

S GO 5009
D

Above Pricing starting at just under £160k isn't the biggest barrier to ownership of a new GT3 — getting hold of one is going to be the real challenge

As documented in previous issues of *911 & Porsche World*, last year was the twenty-fifth anniversary of the 911 GT3. Can there be any other car in history generating such a glittering reputation for itself in such a relatively short space of time? This is the model which, says its parent company, is the point in the 911 family where "series production meets motorsport", replacing a long line of Rennsports stretching back to the fabled and ducktailed Carrera RS 2.7, which the first GT3 (first-generation 996) paid reverential homage to with its exterior appearance.

Across four defined generations of 911 donor material, the launch of a new GT3 is always one of the most exciting events in the Porsche world. Yet, this time, the arrival of the second-generation 992 GT3 and its Touring variant is bittersweet. Porsche has done so much 'hidden' work in trying to get the model's normally aspirated four-litre flat-six to comply with the latest global emissions standards, and has somewhat miraculously succeeded without recourse to either turbochargers or the T-Hybrid system of the new 911 Carrera GTS, but it's not hard to conclude even Weissach's magician-like engineers won't be able to pull off the same incredible feat when the 992's service life ends in the not too distant future.

Is it 'eight and out' for the GT3, then? This remains to be seen. Maybe it can exist with forced induction or a hybrid powertrain for the next-generation of 911, but with the brand's existing customer base insistent the model's long-held adherence to normal aspiration is a key selling point, the future looks very cloudy indeed.

If you only peruse the new GT3's factory specification sheets and only take in the bare-bones performance data, you'd be forgiven for concluding there's further disappointment for Porsche fans. Specifically, for the first time in GT3 model lineage, this new version is not quite as potent as that it replaces. Fitting an additional two catalytic converters aft of the particulate filters in the short exhaust system — bringing the total number of cats in the GT3's pipes to four — has allowed the six-cylinder, 9,000rpm-redlined jewel of an engine to soldier on in an increasingly electrified age, but doing so has increased back pressure and reduced torque by 15lb-ft, albeit to a still-healthy peak of 332lb-ft.

TO KEEP POWER AT 503BHP, THE CAMS HAVE BEEN REPROFILED AND VALVES, BOTH ON INLET AND OUTLET, ARE LEFT OPEN FOR LONGER

Furthermore, and in a development

GT3 touring

Above Carbon seats feature detachable headrest inserts to allow a more comfortable drive when wearing a safety helmet

Below Sport Chrono lap timer is now marked with Porsche Design branding, as is the case in new Turbo models

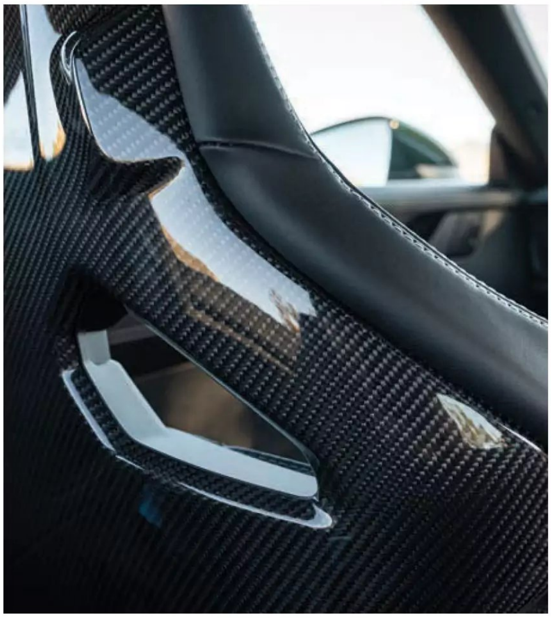
GT3 aficionados might consider sacrilege, the new model is heavier, by about twenty-one kilograms in its chunkiest form. We should stress, total weight is only 1,439kg, meaning we shouldn't get too het up about the increase, especially considering it's unavoidable — another legislative change forced on Porsche has seen additional bracing built into the GT3's doors, which, along with the extra catalysts, is what contributes to the car's greater bulk.

Even so, Porsche's engineers have worked wonders to shave out grams wherever possible. Fitting either of the two mass-reducing options — referred to as the Weissach Package on the winged GT3 (the first time a non-RS has access to this bundle) and the Lightweight Package for the Touring — sees carpets thinned, a lithium-ion battery fitted, forged magnesium wheels from the S/T bolted into the arches (saving more than nine kilograms alone, although they attract extra cash on top of either package) and various parts made from carbon-fibre, resulting in lightest running weight of 1,420kg, just two kilos up on the trimmest variant of the first-generation 992 GT3.

Going deeper into the multitude of technical improvements wrought upon the new GT3 in order to preserve as much of its coruscating character as possible, Porsche hasn't just fitted extra cats to the exhaust and left it at that. To keep power at 503bhp, the cams have been reprofiled and valves, both on inlet and outlet, are left open for longer. The individual throttle valves have been flow-optimised and are slightly less angular in profile (delivering an additional five ponies, but then negated by the restricting cats), while the oil cooler, cooling air ducts and the air filter box have been redesigned.

All of this work ensures the GT3 can meet the most up-to-date emissions and noise regulations in European, Chinese and US markets, which is why the four-litre engine can continue delivering the goods for the foreseeable future. This allowed Porsche's engineers to focus on honing the chassis and drivetrain yet further, thereby keeping the car's chin up when compared to its illustrious predecessors.

Both the seven-speed PDK gearbox and the six-speed manual (the latter complete with short-shift lever borrowed from the S/T) have had their final-drive ratio shortened by eight percent. This maintains acceleration of 3.4 seconds to 62mph on a PDK with Launch Control, albeit at the expense of a few mph at the top end — the GT3 will now max out at 194mph. The best news, however, is the shorter ratios get more torque to the rear wheels quicker than the longer gearboxes of the previous GT3, which is why the new



Above Green paint and gold wheels is by no means the wildest combination of colours available, but looks perfect on the Touring-spec GT3

model feels more insistent and urgent throughout the rev range.

Moving to the suspension, the new GT3 makes use of shorter bump stops, resulting in an additional twenty-five millimetres of spring travel for Porsche Active Suspension Management (PASM). This provides reduced fluctuations in wheel load when the spring is at maximum compression, providing a more stable cornering experience. Porsche's engineers have also worked their way through the electric power steering system with a fine-toothed comb in the interests of reducing friction, courtesy of improved control software and automatic friction compensation. And, taking learnings from the latest Rennsports, the new GT3 makes use of a lower-mounted front pivot point to reduce dive under heavy braking by half. In other words, the GT3's nose will now only dip by six millimetres at most. This is half the twelve millimetres of the older model.

Aesthetically, not much has changed. The standard (such a poor word for a car like this, but hey) winged GT3 looks pretty serious as it is, but you can ramp up its visual intensity both outside and in with the Weissach Package, but be prepared to stum up in excess of £19,000 for the privilege. For those wanting discretion, the GT3 with Touring Package (to give it its full honorific) continues without a wing and visual drama, but with all the acuity of the drivetrain and chassis ring-fenced. Model identifiers take the form of revised light cluster strips fore and aft, subtly resculpted bumpers and a new set of standard-fit aluminium alloy wheels with five axial cut-outs in the spokes, saving 1.7kg over the rims fitted to the discontinued GT3.

Inside, the Taycan-like digital Curved Display instrument cluster has been adopted, much to the chagrin of those who prefer an analogue tachometer, but Porsche maintains the new rev counter is easier to read at a glance, especially at night. There's a neat trick in Track mode, where the tacho rotates anti-clockwise, putting the 9,000rpm redline at the top of the circle. We approve.

Porsche has retained the fixed-key rotating ignition system (rather than a flat button), meaning drivers who might stall on a racetrack know they have to turn the key to the right to fire the engine back into life. And, as opposed to the stubby gear selector you'll find in any other second-generation 992 equipped with PDK, the GT3 makes use of a satisfyingly tall lever.

A high-quality cabin — differentiated in the GT3 by the addition of a strip of cowling above the instrument cluster and passenger-side dash to enhance gauge legibility in bright sunlight — combined with stunning exterior looks therefore mean the normally aspirated 911 continues to possess the haymaker showroom desirability it has always

TECH SPEC

Model	911 GT3 (992 Gen II GT3)
Engine	MA2.75 3,996cc flat-six petrol
Transmission	Seven-speed PDK dual-clutch automatic gearbox, rear-wheel drive with electronically controlled limited-slip differential
Economy	20.5-20.6mpg (combined)
CO_2 emissions	310-312g/km
Top speed	194mph
Power	503bhp at 8,400rpm
Torque	332lb-ft at 6,100rpm
0-62mph	3.4 seconds (PDK with optional Sport Chrono fitted)
Weight	1,420kg (with Weissach Package and magnesium wheels)
Length	4,570mm
Width	1,852mm (excluding mirrors)

Above PDK gearbox features a shifter mirroring a manual

Right Optional magnesium wheels serve to further reduce kerb weight

had. Proof of the pudding will therefore be in the driving experience.

We drove two different winged GT3s, one with the Weissach Package and one without, each car put through its paces on Circuit Ricardo Tormo outside Valencia. We also enjoyed a couple of passenger laps in a manual GT3, which was in the skilled hands of Jörg Bergmeister, a former works driver and now Porsche brand ambassador. He's driven more factory and non-factory 911 Cups, GT3 Rs and RSRs than almost any other driver we can think of. We also tackled more than a hundred miles on sublime roads in a beautiful Oak Green GT3 Touring rolling on gold wheels.

We have to say, even pitched against its stellar ancestors, this GT3 is a case of Porsche saving the best until last. The new GT3 is utterly, utterly magnificent. The alterations made to the front suspension give the car much less of a skittish feel than its predecessor when composure is upset, so much so you can thump the over kerbs without fear the new arrival is going to get wildly out of shape. Bergmeister went a step further and managed to slam the car he was in charge of over a big red sausage kerb on the inside of Champi Herreros (turn twelve), getting the 911 on two wheels without any apparent detriment to outright corner speed. This is down to the exceptional steering, which in terms of feel, weighting and consistency of response is simply without fault, meaning you have an almost telekinetic connection with the ultra-eager nose of the car. You can clip every apex at will with the merest flick of the wrist, while the rigid body, wheel control and new bump stops mean the GT3's outright grip limits are telegraphed with crystal clarity. Taking a GT3 to the limit on track is one of the most unmitigated pleasures you could hope to have in the entire driving sphere, and this new addition to the line-up delivers an exhilarating experience fully deserving of the exalted badge on the car's rump.

HARD NOT TO CONCLUDE THE NEW GT3 IS THE PUREST DISTILLATION OF EVERYTHING PORSCHE HAS LEARNED ABOUT THIS MODEL LINE

And yet, the engine has lost none of its majesty. To hear it pinging through the last 2,000rpm of the dial, apparently free of inertia and emitting the same high-pitched, screaming yowl as ever, is nothing short of phenomenal. As the car sweetly blips down three gears at

Above A fantastic looker and one we're keen to spend more seat time in

the end of Tormo's long straight, barking out its flat-six tune as the revs flare through each ratio, an enormous grin spreads across the face. The brakes are astonishing, too.

Just as you think you've attained maximum retardation, you realise it's possible to dig further into the pedal's travel and take advantage of even more eye-popping deceleration. On this note, the previously mentioned anti-dive measures have worked perfectly. It feels like there's no downward movement from the nose at all, even when you're hauling the car down from 140mph.

It's out on the road where the new GT3 seals the deal, though. The damping and new suspension in the Touring is of the very highest standard. No surface ever fazes the car, no moment of loose wheel control nor sloppy body oversight is ever encountered. You simply have epic steering, epic brakes, an epic chassis and a thoroughly epic powertrain. The GT3's driver will also discern an added degree of lightness through the steering wheel's helm if the car is rolling on magnesium wheels, though you won't be disappointed with the 'regular' alloys in the slightest.

The new GT3 is every bit as exceptional to drive as any other GT3, then, but maybe a bit more besides. It has undoubtedly improved over the last GT3, which we admit is a terrific 911, but if this newer version is the proverbial 'full stop' on the normally aspirated GT3's story, then this is a dream way to end the dynasty. As ever, your problem with the GT3 or GT3 Touring is going to be getting hold of one, not because retail price starts at £157,300 before any options have been fitted, but because if your name's not already on the list, then you've probably already missed out. Supply and demand, and all that.

Nevertheless, it's hard not to conclude the new GT3 is the purest distillation of everything Porsche has learned about this model in the previous quarter century. A heavenly last act of the internal-combustion era of 911 production? Possibly, but the GT3 has emphatically gone out on the most enormous of highs. ●

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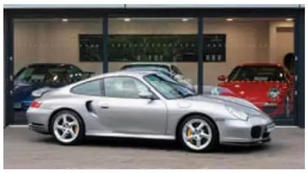

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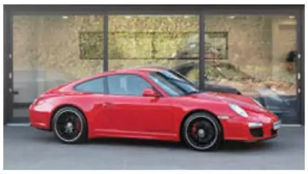

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News from the world of Porsche

PORSCHE EV SALES RISE DESPITE REPORTED MARKET VOLATILITY

Porsche significantly increased the share of electrified vehicles it sold in the first quarter of 2025. Specifically, a total of 71,470 Porsches were handed to customers worldwide between January and March, 38.5 percent of which were electrified. This share is made up of 25.9 percent all-electric vehicles and 12.6 percent plug-in hybrids.

The Panamera recorded the strongest growth among the sports car manufacturer's six-model series, with an increase of twenty-seven percent sales. Deliveries of the Macan grew by fourteen percent, with most of the examples delivered having all-electric drive. Among the sales regions, North America is the largest market insofar as 20,698 deliveries represent an increase of thirty-seven percent compared to the same period last year. Worldwide, deliveries were eight percent below the previous year's figures for the same period, though sales structures across individual regions remains balanced.

"The Macan performed very well in the first quarter and, with the all-electric variant, is making a significant contribution to our increased electrification rate," says Matthias Becker, Member of the Executive Board for Sales and Marketing at Porsche AG. "Overall, we have a balanced powertrain mix reflecting the varying preferences of our customers globally. We will continue to meet the diverse requirements of buyers in the future. We'll do so by way of a product strategy including all three drive variants for two-door sports cars, sports sedans and sports SUVs, taking us well into the 2030s."

Taycan
RX25 YGT

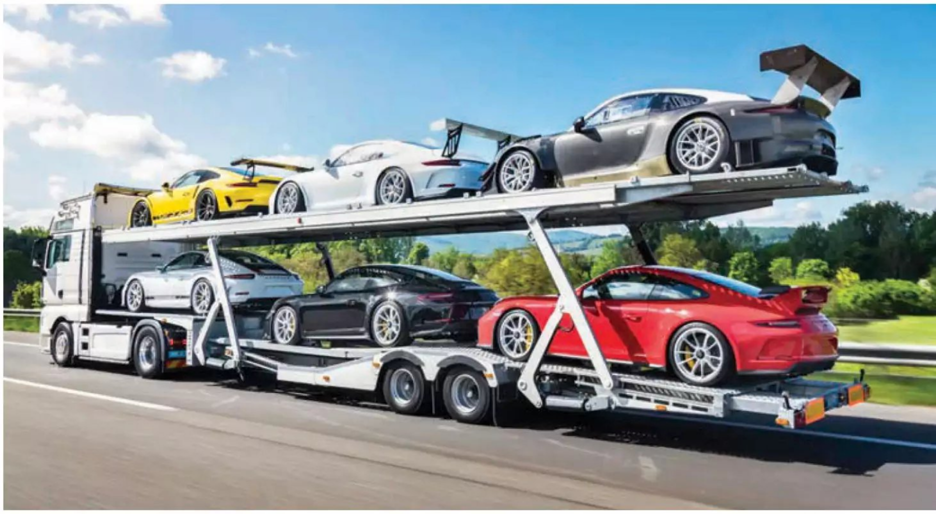
From January to March, 23,555 examples of the Macan were handed to customers. More than sixty percent of these (14,185 vehicles) were all-electric. In most countries outside the EU, Porsche continues to offer the previous Macan as a combustion-engine model in parallel. 9,370 units of this variant were delivered.

LIMITED AVAILABILITY THANKS TO EUROPEAN CYBERSECURITY REGULATIONS

11,390 examples of the 911 were delivered in the first quarter. Porsche reckons the decline of twelve percent over the same period in 2024 can be explained by strong final sales of the predecessor model and the staggered product introduction of new derivatives. The 718 Boxster and 718 Cayman models recorded 4,498 deliveries, amounting to twenty-two percent less than in the previous year. We're told this is mainly due to limited availability thanks to European cybersecurity regulations. 4,203 units of the Taycan were delivered to customers in the period from January to March, down one percent. The Cayenne was handed over to customers 20,055 times. This corresponds to a decline of twenty-eight percent. Value over volume? Time will tell.

DRIVE MODE
PASM

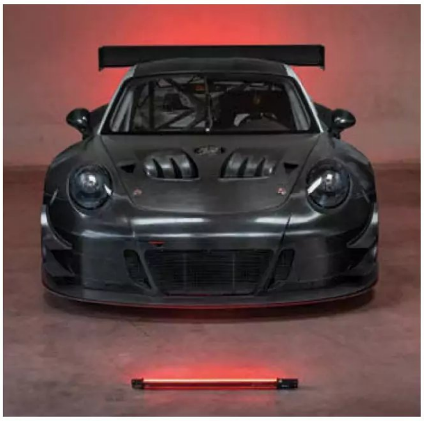
PORSCHE
GT3 Cup



DELIVERY-SPEC FLEET OF 991-SERIES GT PORSCHES HEADS TO RM SOTHEBY'S

One of the world's most pointless Porsche collections has reappeared, this time in the custody of auction house, RM Sotheby's. Regular readers may recall this assemblage of delivery-mileage 991-generation GT Porsches, featuring a 2016 911 R, a 2018 GT3, a 2018 GT3 Touring, a 2018 GT3 Cup, a 2018 GT3 Cup R and a 2019 GT3 RS with Weissach package. Oh, and to cart the cars around without putting any mileage on them, this spotless sextet of 911s comes complete with a 2019 MAN TGX 18.640 HGV truck and Rolfo Auriga trailer.

Yes, you read those words correctly — all six cars are being offered for purchase, complete with an HGV to ferry them from location to location. Representing the best of the best GT-series offerings of the 991-generation of 911s, this collection is the brainchild of Austrian architect, Alexander Serda, who was inspired by the wooden car transporter toy he played with as a child. His mission? To own the best sports cars "to play with" and a truck to transport them wherever he'd like. The fact not one of these 911s has covered more than fifty kilometres from new (the GT3 Touring has driven a criminal twenty kilometres) suggests he somewhat missed his own brief. Even the MAN truck has covered only five hundred kilometres miles from new, indicating just how little the cars have been moved, either under their own steam or by way of trailer travel.



RM Sotheby's is offering the complete collection with no reserve on a sealed bid basis in Munich, Germany, with offers now open and closing on 30th April. You may view this sale as an unrepeatable opportunity to acquire a pristine collection of highly coveted 991-generation 911s in a single purchase, as if they came straight off the truck from the factory (and as though the cab driver walked home). Then again, savvy investors may see this as the perfect opportunity to divide and conquer — we wouldn't be surprised to see the collection bought and each car subsequently sold individually for big profit. Indeed, there really does seem little point in this collection as a whole, whether from an investment or enthusiast perspective.

The only first-generation 991 in the collection is the 911 R, taking the form of the 698th example (by serial number) from a total production run of 991 cars. Finished in white with red stripes, this particular 911 R features a number of desirable options, including a single mass flywheel, carbon ceramic brakes, LED headlights with Porsche Dynamic Light System (PDLS), 918-style bucket seats with Pepita inserts and navigation with BOSE speakers. Obviously, the car is in as-new condition, as are all the 991s featured in this auction. Incidentally, the truck is offered with an EEC Certificate of Conformity, allowing for ease of registration throughout the EU.

If this collection floats your boat, then you probably aren't one of our regular readers. We subscribe to the idea of getting out and driving Porsches the way the manufacturer intended. To mothball cars in this way contradicts the spirit in which they were produced.

RSRNURBURG REVEALS 2025 EVENT CALENDAR FOR MAJOR CIRCUITS

With warmer times ahead, thoughts turn to a return to track days. How about hitting one of the world's very best race circuits in a Porsche, whether your own car or one of the latest GT products to roll out of Stuttgart? Throughout 2025, RSRSpa will offer precisely this opportunity at Belgium's legendary Spa-Francorchamps. Regardless of whether you've never been on a track before or are a seasoned regular, you'll want to enjoy time at a circuit in the best possible conditions. Predominantly, this equates to a low number of cars on track at any given time, as well as being in the company of like-minded enthusiasts sympathetic to the fact drivers of different experience are at play. You'll also want a guarantee you'll be grinning from ear to ear when you're working your way around the track, as well as when you're taking stock of the day thereafter.

The team at RSRSpa is on hand to help. Offering a variety of open pitlane track days and giving you the opportunity to either drive with your own car or rent a specially prepared track attacker for the duration, the company has been hosting its own events at Spa and the Nürburgring for many years. In other words, these guys have intimate knowledge of both tracks, meaning you couldn't be in safer hands.

The story of RSR (Ron Simons Racing) reads like an adventure out of passion for driving.

Tired of soulless office work and congested city life, company founder, Ron Simons, 'escaped' from the Netherlands and headed south, "driving head-on toward freedom," as he puts it. Spa-Francorchamps, alongside the Nürburgring and Monza as the holy grail of historic Grand Prix circuits, was always a big draw for him.

The fact most F1 drivers rate Spa as the world's best track — and Eau Rouge as the best corner — speaks volumes and is largely why he would visit in his student years, driving up and down the new 'short cut' section from the shortened circuit, avoiding traffic in both directions (at the time, it was a public road).

Ron has always regarded time at Spa as an opportunity to enjoying pure driving with friends. He regards hours spent at the circuit to be just as rewarding today as it was when he first visited, leading him to establish RSRSpa as a way of giving enthusiasts an opportunity to explore their skill behind the wheel at Spa under safe, controlled conditions. Over the years, the firm has grown in size and now incorporates a team of more than twenty passionate staff and an international network of agents. Additionally, Ron has secured use of well over a hundred track-prepared rental cars, covering every sports car segment.

HE REGARDS HOURS SPENT AT THE CIRCUIT TO BE JUST AS REWARDING TODAY AS IT WAS WHEN HE FIRST VISITED

Dates confirmed for 2025 include premium events at Spa throughout the year, plus outings at Mas du Clos and Magny-Cours circuits, spanning 25th to 28th September. Kicking off proceedings, Ron's team has just hosted a three-day event at Portimão and Estoril circuits.

RSR's 2025 calendar of events has just been released, with dates and drives available to book direct at *rsrbooking.com*. Zandvoort and the Hockenheimring feature among the circuits already mentioned, with time at the Nürburgring slated for September. Spa reigns supreme, however, with no fewer than eight RSRSpa trackdays booked between April and November.

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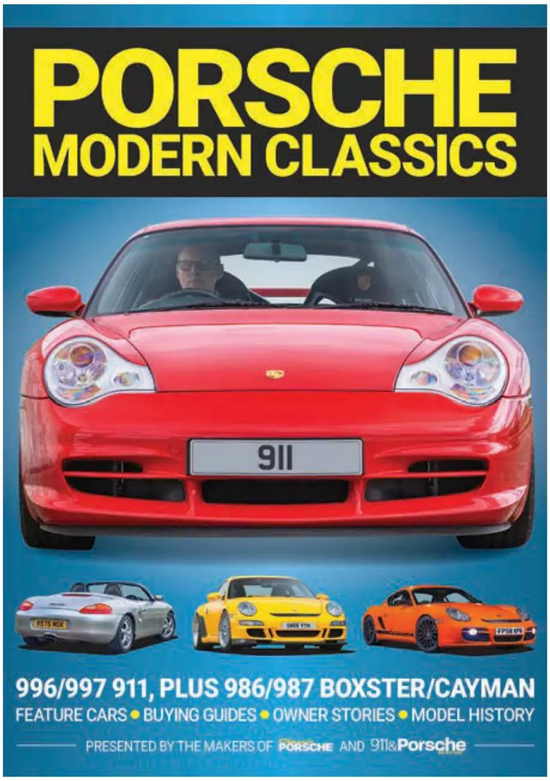
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New from the team behind *911 & Porsche World* magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and can be ordered at the link below.

Price: £9.99
shop.kelsey.co.uk/porsche-modern-classics

WEBCON POWER KIT FOR CLASSIC 911 FLAT-SIX

Fuel system and carburettor specialist, Webcon, has released new genuine 40 and 46 Weber IDA3C power kits for air-cooled Porsche flat-six engines, as fitted to the 911 and 914/6. These superb new carburettors have been produced in Weber's factory in Spain, with all-new tooling created from original 1960s drawings. The new kits also feature Webcon's own UK-manufactured inlet manifolds and throttle linkage set, as well as a pair of top quality re-usable air filters. To develop the kit, which includes everything you need for the conversion, such as manifolds, linkages, fittings and air filters, as well as the carburettors themselves, Webcon UK consulted various respected Porsche specialists. This crucial feedback ensured the kits could be tailored to offer the best fit, performance and longevity possible.

Price: 40IDA3C £4,914, 46IDA3C £5,154
***webcon.co.uk* or call 01932 787100**

CTEK CS ONE INTELLIGENT BATTERY CHARGER

Thanks to the brilliant CTEK CS ONE, charging your Porsche's battery just got a whole lot simpler. The unit's revolutionary APTO (adaptive charging) technology does all the thinking for you — you don't even have to worry about which clamp goes where! This is the easiest charger you'll ever use. And, if you do fall the unfortunate victim of a flat battery, APTO automatically recognises the type of battery you're using (and its condition) and delivers a customised charging program. Due to its simplicity, CS ONE has no buttons to press or modes to select. Simply connect the unit to any twelve-volt battery and charging will begin. Engineered for safety, CS ONE features polarity- and spark-free clamps, meaning no need to worry about the user making a wrong connection or about the clamps touching one another when connecting to the battery. Easy-to-follow countdown LEDs provide clear indication of how much charging time is left. A CTEK smartphone app does the same, allowing remote control of the CS ONE as it breathes life into your Porsche.

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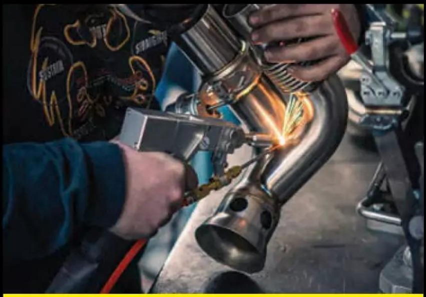

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NEW PORSCHE MODERN CLASSICS BOOKAZINE

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. The team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider the peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. Available to order direct from the link below, or by popping into your local newsagent, *Air-Cooled Restomods* is out now.

Price: £14.99
shop.kelsey.co.uk/restomod

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ROHLER MONOBALL TOP MOUNTS FOR 996/997

Early water-cooled 911s are getting to an age (and, likely, mileage) where their suspension supporting components need to be replaced. Rubber bushes, drop links and other serviceable items are chief among tired parts, but beefier hardware, such as shock top mounts, can also give up the ghost, having a detrimental impact on the quality of the host Porsche's ride and handling. New from aftermarket brand, Rohler, are these monoball front top mounts for the 996 and 997 (available for two- and four-wheel drive models). Compatible with OEM and aftermarket struts, each top mount features a mounting hole allowing for more than one degree of negative camber. CNC-machined from 6061 aluminium and featuring stainless steel supporting hardware, the parts will reduce camber changes during hard cornering.

Price: £348.03
***design911.co.uk* or call 0208 500 8811**

ONLINE PATTERN SAMPLER FOR COCO MATS CUSTOM-MADE PALM-FIBRE FLOOR MATS

As a Porsche factory accessory in the 1950s, 1960s and 1970s, coconut-fibre floor mats proved popular. Following their discontinuation in the mid-1990s, Jeff Allwine established Coco Mats in Agoura Hills, California, after receiving a DHL package sent to his home f by mistake. The parcel was intended to be delivered to a UK flooring distributor and featured a small sample of woven coconut fibres. This unlikely mix-up resulted in an instant *Eureka!* moment and Coco Mats was born. With a high number of patterns and no fewer than fifty different colourways available, however, it can be difficult to know which Coco Mats product to choose. Help is at hand by way of an online swatch sampler, which can be found at the company's website. Coco Mats are available for all Porsche vehicles, from the earliest 356s to Zuffenhausen's current models, including SUVs.

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NEW RENNLINE DROP-IN LED REPLACEMENT TAIL LIGHTS FOR G-SERIES 911 AND 912 E

Upgrade your G-series 911's tail lights for a set of Rennline's drop-in LED replacement units and transform the look of your Porsche, while keeping the retro aesthetic by way of design cues borrowed from the classic 911 R race car. A straight plug-and-play fit in place of the G-series 911's factory rear lights, the kit comprises both left and right units and promises straightforward installation (all necessary hardware is included with each purchase). For those of you interested in shedding weight from your classic 911, Rennline's LED tail light kit tips scales five pounds (2.2 kilograms) lighter than the 911's OEM rear lights. Flasher relays are included, thereby avoiding the distressing 'hyper flash' often generated by LED illumination. Order direct from Rennline or visit the Pelican Parts online store.

Price: $750
rennline.com* or *pelicanparts.com/rennline

NEW FABSPEED HIGH-FLOW CATALYTIC CONVERTERS FOR 992 TURBO/TURBO S

992 TTS GT2 RS STYLE OUTLET

Designed to extract more power and sound from your 992 Turbo/Turbo S without generating check engine lights, this CNC-machined, mandrel-bent, T304 stainless steel catalytic converter kit from Porsche tuning hardware manufacturer, Fabspeed, offers a massive gain of 47.1lb-ft torque with a similar number of extra ponies. Weighing 11.3kg less than the factory catalysts they replace, Fabspeed's offering mimics the 'valves open' configuration of a 991 GT2 exhaust system. And, because of the modular design, if you find the setup too loud for everyday driving, you can make use of Fabspeed's optional muffler adapter pipes, enabling reinstallation of the factory muffler or the introduction of a Fabspeed Valvetronic Maxflo exhaust system. Make no mistake, this is the most free-flowing exhaust design possible while maintaining catalytic converters. The included valve bracket prevents any chance of the electronic valves triggering a check engine light, while installation is a simple DIY job, requiring no cutting or welding. When tested on Fabspeed's all-wheel drive Dynojet rolling road, power was up across the board. Down low, the Turbo spools faster and harder, netting 23.7whp and 41.5lb-ft torque at 3,000rpm, while maximum power gains are realised at 5,300rpm. All Fabspeed performance products are backed by the company's lifetime warranty.

Price: $4,295 ($4,795 with GT2 outlets and muffler adapter)
***fabspeed.com* or call +1 215 646 4945**

KLINE CARBON FRONT SPLITTER FOR 992 GT3

As reported last month, leading aftermarket performance product manufacturer, Kline Innovation, recognised globally for its premium exhaust systems for top-tier sports cars (not least modern 911s) has launched a new division within the business: Kline Carbon. Among the brand's initial offerings is this superb carbon-fibre front splitter for the 992-generation GT3. Manufactured from F1-grade prepreg carbon-fibre (with the option of super-lightweight Textreme carbon-fibre), autoclave cured and produced from CNC-designed and machined moulds to ensure a precision fit, this chequer-finish splitter weighs just five hundred grams and is part of a wider aero package developed for the 992 GT3 in-house at Kline Carbon.

Price: €1,273 (€1,528 for super-lightweight Textreme variant)
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1997 Porsche 993 Targa #17948

This 1997 Porsche 993 Targa featured with 64,915 miles on the odometer. Finished in its captivating factory color Schwarz and a tiptronic transmission ensures an engaging driving experience. A true automotive masterpiece that combines performance, luxury, and is mechanically sound.

For $76,500

1968 Porsche 912 Coupe #18088

Introducing this 1968 Porsche 912 Coupe that has just emerged from a long-term ownership. Finished in a silver metallic exterior perfectly complemented by a black interior. Showcasing its west coast roots, sporting a California blue-license plate with a sticker from 1985 and a small pink slip, this car is mechanically sound.

For $59,950

1991 Porsche 964 Cabriolet #18104

This 1991 Porsche 964 Cabriolet featured in its factory color Grand Prix White complemented with a Cashmere Beige interior. Comes with service receipt copies totaling over $67,000 between June 1995 through September 2024. This well-maintained 964 Cabriolet that is mechanically sound.

For $53,500

1989 Porsche Carrera Cabriolet #18450

Introducing this 1989 Porsche Carrera Cabriolet featured with matching numbers. Equipped with a 5-speed G50 manual transmission and a Flat 6 Cylinder 3.2-liter engine. The original color code and options sticker are also still in place for this air-cooled 911 that is mechanically sound.

For $59,950

1987 Carrera Sunroof Coupe #18469

A 1987 Porsche Carrera Sunroof Coupe featured with 68,866 miles on the odometer. Finished in its factory color Guards Red exterior complemented with a Black interior. Look no further than this Carrera 3.2 Coupe that is mechanically sound.

For $89,950

1995 993 Carrera Cabriolet #16885

This 1995 Porsche 993 Carrera Cabriolet that is finished in Blue Turquoise complemented with a Marble Gray interior. Equipped with a Tiptronic transmission and a 6-cylinder engine. This is ready to be enjoyed and is mechanically sound.

For $49,950

1991 Porsche 964 Carrera Targa #18415

A 1991 Porsche 964 Carrera Targa finished in its factory color Midnight Blue Metallic complemented with a black interior. Equipped with a Tiptronic transmission and an air-cooled 3.6-liter Flat-six. Look no further than this 964 Carrera Targa that is mechanically sound.

For $74,500

2006 997 Carrera Coupe 6-Speed #18386

Presenting a low-mileage 2006 Porsche 997 Carrera Coupe 6-Speed featured with merely 29,087 miles on the odometer. Finished in its factory color scheme of Seal Grey Metallic. A well-equipped Carrera Coupe that is ready to be enjoyed and is mechanically sound.

For $59,950

1989 Carrera Sunroof Coupe #17432

This 1989 Porsche Carrera Sunroof Coupe featured with matching numbers. Finished in its factory color Black Schwarz complemented with a Silk Gray (QM) interior. This iconic sports car comes with a 5-speed G50 manual transmission and a 3.2-liter air-cooled flat-six engine with a single exhaust outlet. This highly collectible air-cooled Porsche Carrera is a great find that is mechanically sound.

For $89,950

1973.5 911T Sunroof Coupe #18049

Introducing this 1973.5 Porsche 911T Sunroof Coupe featured matching numbers. Finished in its factory color scheme of Sepia Brown exterior beautifully completed by a Beige/Tan interior. This California car is equipped with a 915 5-speed manual transmission, a Flat 6 Cylinder 2.4-liter engine, sunroof and four-wheel disc brakes. A highly desirable long-hood 911 that is mechanically sound.

For $108,500

1986 Carrera Super Sport Cab Turbo-Look M491 #17610

An exceptionally rare 1986 Porsche Carrera Super Sport Cabriolet M491 "Turbo-look" Right-Hand-Drive featured with matching numbers and 28,400 miles on the odometer. Finished in its factory color Silver complemented with a sleek Black interior. This is a standout among its peers, as it is one of only 26 ever produced. An excellent opportunity to acquire such an exclusive Super Sport Cabriolet that is mechanically sound.

For $119,950

1965 356C 1600 Cabriolet #18073

Presenting an original 1965 Porsche 356C 1600 Cabriolet featured with matching numbers. Finished in its factory color Signal Red exterior complemented with a black interior. This 356C comes with a convertible soft-top, giving an option for an open-air experience. Whether you're a seasoned collector or a first-time buyer, this Reutter-bodied 356C Cabriolet is a great find that deserves a place in your collection and is mechanically sound.

For $135,000

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TOM VAGI

When considering your next Porsche, it might be worth evaluating market trends and where today's lesser-value Stuttgart-crested sports cars could find themselves later down the line. Prestigious auctions and automotive events adding zeros? It's not beyond the realm of possibility...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

In the 1990s, as a kid armed with a newly issued driver's license and a mind obsessed with cars, I was acutely attuned to what they cost, especially European models. These vehicles were cheap, primarily because most required work to make them presentable. Some required (a lot of) work to make them drivable. Fortunately, I loved working on cars and, realising the immediate financial savings to be had by taking care of maintenance at home, I set out to learn as much about automotive repair as possible. My focus was repair and maintenance of European cars.

I was fortunate enough to be taken under the wing of a family friend, who had gone out on his own, establishing a repair shop out of his garage. To the sixteen-year-old me, this was a place of wonder. SAABs, Porsches, Volkswagens and Audis were commonplace. The occasional Peugeot was thrown in for colour. Looking back thirty-something years later, new light is cast on the experience. Turns out, the cars I was working on in the 1990s were solidly in the 'trough' of value, so to speak.

I can vividly remember customers talking negatively about 2.7-litre 911s. There were plenty available. Half-decent ones could be had for less than ten grand. Crazy when you think about the value of air-cooled Porsches today. Nice 944s and 928s were also going cheap. I guess some things never change! I jest, but if you look at the value of 944s and 928s today, even nice examples, there is stark contrast against the price of a same-age 911.

As the Dylan song goes, however, the times they are a-changin'. My dear wife and I spent several days at the Amelia Island festivities this spring, where I realised something unavoidable. Those old 'castaway' cars I grew up with are starting to gain real value. A 944 Turbo in the line-up for the Broad Arrow Auction tipped me off. A very nice example, to be sure, but the very thought of a 944 in such a prestigious auction, even as recent as fifteen years ago, would have been heresy. Of course, thirty years ago, you could have said the same thing about G-series 911s. Now look at them.

In our meanderings under the sunshine, I began to wonder what the next big thing will be? What's in the trough now? Most of the 'disposable' cars we worked on in the early 1990s were between ten and fifteen years old. Slide forward to now, and by the same logic, we should be looking at 997s and 991s. Will we be looking back in 2055, saying "jeez, I wish I'd bought one when they were cheap". Maybe, but they're not that cheap. This is the paradox.

Most cars in this pool of 911s are currently changing hands for fifty grand or more. Not expensive by Porsche standards, but not exactly cheap. 996s, early Boxsters and Caymans immediately come to mind. These Porsches are still available at relatively low cost. This brings us to my second realisation. All cars in the trough are in danger of suffering the same fate: navigating the 'not worth fixing' phase in a vehicle's life. Viewing the extensive collection of cars in the Amelia Island line-up, I wondered how many of them were lucky enough to have a caretaker who blatantly ignored the 'not worth fixing' viewpoint.

Returning home to blustery New England, where we've been working intermittently on my wife's 1983 944 (a barn find with a perfect body and chassis, but stored for thirteen years), the feeling began to solidify. Financially speaking, this car definitely isn't worth fixing in the current climate. With it's brand-new dashboard from Porsche, plus everything else being properly sorted along the way, I began to wonder whether I should have my head checked. Maybe an automotive insanity test?

At the first turn of the key, when the engine sprang to life (and the lifter noise slowly quietened), the whole thing turned around for me. This 944 was alive again. When I found it, the Guards Red transaxle was moments away from the junkyard because — you guessed correctly — it wasn't work fixing. I'm well aware I'm not going to make lots of money on an old 944, but profit wasn't the point. The car was beautifully preserved and needed to be brought back to life. Not a speck of rust, but mice had done their work in the engine bay and interior. Everything had to come out and get cleaned. Wiring had to be restored. In fact, most parts had to be reassembled and recommissioned. A labour of love, some might say. I think of it as a labour of respect.

There was a time when 944s were all over the place. Now, in the rare moments I see one on the road, a smile spreads across my face and joy fills my heart. Another survivor.

I applaud any of you fixing a car 'not worth fixing'. Who knows? In the future, judging by some of today's auction prices, you may well be glad you were a little crazy in the 2020s. ●

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Thinking of buying a Porsche? Take everything you think you know about your needs and wants, then press the reset button. Think about intended usage, duration of ownership, essential specification and the method of funding. You might end up with a very different car than you were anticipating....

__Karl Meyer__ is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit __theporschebuyer.com__

What could be a better accompaniment to the theme of buying your next Porsche than a bang up-to-the-minute 'market insider' feature? Here at *theporschebuyer.com*, it's imperative we keep our fingers on the pulse of the market, ensuring we know which cars are rocketing or tanking, how transactional values compare with advertised values and how specific options can mean a Porsche sells in a week or sticks in stock for 180 days. Despite the offering of buying guides to assist you in the physical inspection of your next Porsche, it has dawned on me enthusiasts are very much left in the dark when it comes to horrors lurking within the marketplace. Conversations are often restricted to speculation in the pub or, worse, salesperson chatter.

My favourite aspect of the work I do is helping private clients navigate the market. With this in mind, I want to share a few commonly overlooked aspects of Porsche buying, which I hope will prove useful when you're negotiating the price of your next P-car.

Let's start with why you are buying another Porsche. The answer might seem obvious, but when consulting my company's private clients, I'm always surprised how the obvious gets missed. Be super-clear on the following points: why you are looking to change cars, what a typical week or month in the life of this new Porsche will look like, where it will go, where it will park, who will drive it, annual mileage, intended duration of ownership and what budget you're comfortable with (allowing for maintenance and possible repair). Also, consider how you wish to fund the car.

Knowing your own 'use case' is way more powerful than you'd imagine. It will stop you being 'sold to' or deviating from your brief, halting you from choosing the wrong Porsche for your needs, which is easy, considering there is no bad Porsche. Surety is the first key to success. Once a client is settled on their preferred model, I try to steer them away from the pitfall of never-ending individual equipment. Porsche is notorious for *everything* being an option and I see buyers with a long list of wants. Some spend years without buying a car. Come on, people. Life is short, time is precious.

Have two or three must-haves and try to be flexible. If you can't achieve this, you probably need to configure a new car with your local Porsche Centre. Speaking of which, indie or main dealer? There's no doubting the credibility of the Porsche Approved used vehicle programme, complete with its bomb-proof two-year warranty, but not all Porsche Centres are created equally — some do the job far better than others. Naturally, I have access to much of the data on these dealers and their cars. I advise individual customers to find out about the backstory of whichever vehicle they're considering for purchase. Don't be afraid to ask what work was required to bring the car to showroom standard.

In my experience, if you find a good indie, you can often buy with more confidence than if visiting a main dealer. Porsche is not an easy brand for retailers to navigate. If a specialist has been in the space for some time, this carries gravitas. Is your existing car to be offered up in part-exchange? All dealers know part-ex is an emotional transaction and will often provide 'over-allowance'. This is a slightly bolstered number to make us feel better about our car's value, but it's written out of the new car's profit margin. Think of it all as one pot. In most cases, I suggest finding the best buyer for your car, then negotiate the best deal for the new car. In other words, always split the deal.

Funding. In the current landscape, PCP can be a great backstop to the residual value of your Porsche in three or four years. Many Taycan owners are grateful to hand their keys back at the end of term. Rates are not as exciting as they were previously — on a new car, Porsche is offering circa 9.9%, with 11.9% APR for an approved used vehicle. Independent funders, such as Oracle, are offering as low as 8.9%. I've noticed Porsche Financial Services is bolstering its guaranteed future residuals to ensure customers have a lower monthly payment, despite a higher APR. Get a quote from both Porsche and indies and factor in your 'use case' to determine the best choice. Depreciation and desired term of ownership will give you very different indications of which to opt for. ●

YOUR NEXT PORSCHE

THE MAGIC NUMBER

The original 911 Carrera T serves as an increasingly popular choice for buyers looking for a powerful, reliable and comfortable addition to their Porsche collection. We head to Scotland and meet a man who owns not one, but three 911s, including this 991-based exercise in lightweighting...

Words **Dan Furr** Photography **Ade Brannan**

911 Carrera T

W002 END

When did you fall head over heels in love with Porsche? Do you remember the catalyst serving as the starting point as your affection for the brand? "I was in my early twenties," recalls *911 & Porsche World* reader, Julian McHardy. "I was stationed in the army down in Wiltshire and found myself passing the Dick Lovett Porsche dealership in Marlborough more often than I needed. On one of these trips, I walked into the company's showroom and was taken for a drive in a then new 911 SC." He even remembers the car's registration number. "KAM 7X," he smiles. "The salesman drove a few miles at what I thought was fast pace, before reaching a roundabout and heading back." The return leg of the journey was even more exhilarating. "I'd never been driven so fast, or as well, and I'll never forget the gorgeous sound of the air-cooled flat-six ringing in my ears." And so, Julian's passion for Porsche was forged.

He was stationed in Hong Kong for two years, enforced exile giving him time to save his wages and buy a Porsche when returning to the UK. Did he spend his cash on a 911? "I bought a 924 Lux," he tells us. "It was the same age as the SC. I kept the car for two years, then bought a 1985 944 S, before progressing to a 1987 944 Turbo. It was a beautiful Grand Prix White example with a striking Can-Can red leather interior. To be frank, the cabin resembled a French brothel and my mates have never let me live it down, but it was a great car. Well, except for the fact my wife hated it from the moment she saw it."

The Turbo was relatively new — at the time, Julian could have bought a Carrera 3.2 for more or less the same money. Why opt for the turbocharged transaxle? "I was regularly travelling back and forth from the south of England to the northeast of Scotland. Not only was I concerned about the 911's available luggage space, I was also worried about my lack of serious driving ability. A 944 Turbo was a much safer bet for all considerations."

Inconveniences (namely, children and company cars) followed Julian's decision to get married in 1990, after which he spent a decade in charge of practical family cars, primarily a string of Vauxhall and Volvo estates. In 2011, however, whilst browsing Auto Trader, he spotted a listing for a 993 Carrera 4S in solid black over a burgundy interior. "Love at first sight," he grins. "It was being offered by a private seller in Leeds. He spoke little

Above A terrific trio of Porsches, but which do you think is Julian's favourite?

911 Carrera 4S

Above Red interior isn't as arresting as the Can-Can in Julian's former 944 Turbo, but still manages to catch plenty of attention

IS THE MUCH EARLIER 991 CARRERA T A CASE OF 'ORIGINAL AND BEST', AS A CERTAIN MR KELLOGG LIKES TO SAY?

English, which is why I asked him to take the car to independent marque specialist, Porschetek, in nearby Beeston, where it could be subjected to pre-purchase inspection. The resulting report indicated a mechanically sound 911, albeit in need of minor cosmetic repair. Despite telling my wife I was flying down to Leeds from our home in Scotland solely with the intention of looking at the car, and even though I told her I'd be back the same day with my return ticket, I had a bank draft stuffed firmly in my pocket, which I handed the seller after an hour in the 993's company. Truth be told, I'd bought a one-way ticket."

The journey north from Yorkshire began with rain verging on a monsoon, providing Julian with the sudden realisation an air-cooled Porsche's heating, ventilation and demisting abilities leave a lot to be desired. "This was not at all what I'd been used to," he roars. Wind the clocks forward to 2019, and he became acutely aware the car was significantly rising in value. "As was the mileage," he remarks, acknowledging he's not afraid to add to the scoreboard. "I adore seat time in this car. It delivers a great driving experience, even though the power is much lower than that of a modern 911, and despite the fact I tend to drive much slower these days. My reflexes aren't what they used to be, meaning the fact the 993 is relatively docile suits me perfectly." Even so, a water-cooled Porsche proved irresistible, hence the Riviera Blue 997 Carrera 4S seen accompanying the 993 in Snapper Brannan's photographs.

"I've never been a great fan of the 996, but I like its successor, the 997, very much. I ended up buying this second-generation example of the newer 911 from Cridfords in Surrey. Yes, it's another Carrera 4S, but I'd be lying if I said I wasn't sold on the car's colour. It really is stunning." A PDK-equipped 911, it does everything Julian wants from a Porsche. "Apart from the less than intuitive thumb-and-finger paddles on the steering wheel, it's brilliant and a sports car I can use in all driving conditions. Admittedly, it doesn't offer the same sense of occasion as the 993, but the 997 brings a smile to my face every time I set off in it." He goes on to tell us Cridfords was "an absolute pleasure to deal with" and has since recommended the company on many different occasions.

"I'm lucky insofar as my home is surrounded by unbelievably good driving roads," Julian continues. "Four years ago, I wanted to buy my wife an open-top sports car she could enjoy on her own road trips. After making enquiries about various BMW and Mercedes-Benz soft-tops, I realised the Boxster is class

Above This air-cooled classic has been in its master's possession for almost fifteen years

leader, which is why I began the search for a low-mileage 986." A conversation with the team at Porsche sales specialist, 911 Virgin, led to a somewhat different course of action. "He told me a 987 Boxster Spyder was in stock. Despite being at least twice the cost of the 986 I had in mind, it didn't take long for me to convince myself the Spyder would be the better car and, of course, a more sensible investment."

TRICKY UPSTAIRS

The first part of Julian's reasoning is undoubtedly true — both he and his wife loved driving the car ("especially when I wasn't being a nuisance in the passenger seat") on various trips, including a jaunt from Scotland to Florence in Italy via various Alpine mountain passes. A 987 Spyder certainly strikes us as the perfect Porsche for the job. "It was," Julian confirms, "but the combination of quirky soft-top and Aberdeenshire weather ultimately meant we weren't getting as much use out of the car as we'd hoped. It had to go."

Departure of the Spyder meant the McHardy family's three-car garage now featured a Porsche-sized space desperate to be filled. "I was taken with the concept of the 991 Carrera T," he remembers. "So much so, I found myself scanning the classifieds of Auto Trader and Pistonheads rather too frequently. By this point in time, I'd sold my business and a small property, action putting me in a position to fill the space in my garage." Cue the hunt for a Carrera T and, considering the theme of this month's issue of *911 & Porsche World*, the perfect point in our story to revisit this popular flavour of 991.

Rather than adding power, add lightness. Colin Chapman used this idea to great effect with his Lotus race cars. Porsche has done much the same with its road cars. The natural conclusion of this approach, as well as Porsche's seemingly tireless pursuit of niches within niches, was the 911 Carrera T. Launched as part of the 991 generation, it became one of the best — and, indeed, best value — options in the range and therefore one of the most desirable 911s of modern times. Is this still the case, though? With a new Carrera T just launched (we reviewed the Cabriolet variant in our last issue), is the much earlier 991 variant a case of 'original and best', as a certain Mr Kellogg likes to say?

The 991 Carrera T still looks the part, primarily because the 991 still looks the part. One of the advantages of the 911's instantly recognisable shape is how it doesn't age — with the possible exception of the 996, pretty much every 911 since the 964 looks cool and contemporary. Nevertheless, the 991 was launched more than a decade ago, meaning we're dealing with no spring chicken. Put it this way, the Carrera T is hardly the youngest sports car you'll see on the road today. And yet, it still looks brilliant.

The Racing Yellow paintwork of Julian's car helps, as do accoutrements singling out the Carrera T against the rest of the 991 line-up. The dark

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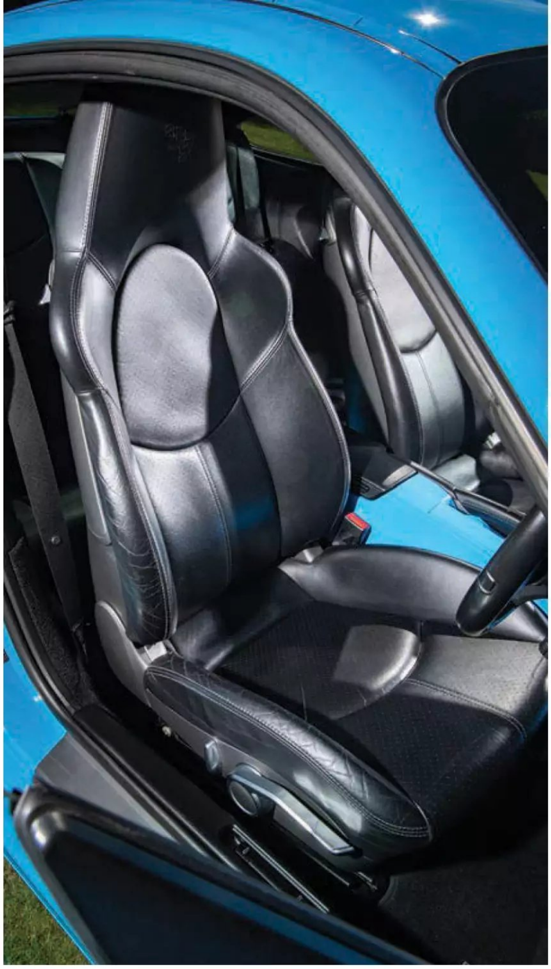
Above Not a bad garage to walk up to every time you want to head to the shops (or head for a spirited drive on Scotland's amazing rural roads)

twenty-inch alloys, the aerodynamically optimised front spoiler, the sports exhaust and the dark mirror caps are all clues, as is the fractionally more aggressive stance afforded by the Porsche Active Suspension Management (PASM) system, which sees the car sit ten millimetres closer to the ground than the same-age Carrera.

The giveaways are the 911 Carrera T stickers on the doors and the badge lettering on the rear, but lightness, rather than style, sets this brand of 911 apart from its siblings. A quick snout around the cabin reveals evidence in the form of lightweight glass, fabric door handles and a distinct lack of rear seats. Porsche even supplied the car without a touchscreen in order to shave off as many grams as possible, although the display (as seen in Julian's car) was offered as a no-cost option. Behind the lightweight take on the Carrera cabin, Porsche ripped out a fair amount of soundproofing and added a few other specification improvements designed to make the car sportier than the standard 911 on which it was based. Chief among these updates is Sport Chrono, which provides a wheel-mounted driving mode switch, but not the dash-mounted lap timer normally associated with the system, though it could be optioned, as per Julian's car. There's also a shortened gear lever (complete with red-coloured shift pattern) and Sport Tex microfibre upholstery, which covers the seat centres. The option of all-wheel steering was also made available.

For all these tweaks, the 991's cabin design somehow manages to look modern and old at the same time. There's an obvious relationship to the contemporary Macan and 718 interiors. Those cars are showing their age, but they're also modern Porsches. The 991 Carrera T looks no more or less outmoded. Sure, the instrument cluster and navigation system feel a bit dated, but this is true of the 718 Spyder RS's controls, and nobody will file too many complaints about that. In fairness, though the 991 Carrera T's cabin looks sparser than that of the standard Carrera, it feels quite luxurious.

Porsche build quality has long been among the best in the business, and the 991-generation 911 is no exception to the rule. Even after close to thirty thousand miles in the hands of (presumably) none-too-careful motoring journalists, a manufacturer-owned Carrera T we recently sampled for this magazine felt solid as a rock. Yes, the fabric on the door handles was a bit grubby, but the way everything felt and operated is as you'd expect from a new car. To be honest, the door handles looking a little worse for wear shouldn't come as any great surprise — the way the 991 Carrera T drives could dampen



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the hands of even the most seasoned Porsche pilots.

All the lightweight measures deployed during design and assembly allow the car to weigh twenty kilograms less than the same-age Carrera. At 365bhp, power output is the same for both 911s, but the Carrera T's power-to-weight ratio is improved very slightly, amounting to 256bhp per tonne. The 991 Carrera T comes with a shorter final drive ratio than the basic Carrera, however, plus it features a mechanical limited-slipper, both of which help shave a tenth of the Carrera's zero-to-62mph time, which is cut it to 4.5 seconds.

Porsche Doppelkupplung (PDK) transmission was offered as an option, taking a further three tenths from the headline figure. Dropping kerb weight did no harm to fuel economy, either.

Efficient or not, the 991 Carrera T's engine feels more aggressive than that of the standard Carrera, simply by dint of this being a T. Fire up the flat-six and the sound is more pronounced than you'll hear from a standard 991 Carrera, largely thanks to the lack of soundproofing. The noise is more engaging, more uncompromising. This is particularly true if you engage the sports exhaust, which magnifies the already rorty soundtrack.

Of course, it isn't always great news, such as when you're trying to settle down on a long motorway slog — the noise from the engine and tyres, not to mention wind hitting the thin glass, gets a bit intrusive (irrespective of the exhaust setting you pick), but it's important to remember cruising isn't really what the Carrera T is about. Indeed, the real reason for Porsche developing a lighter version of the Carrera was handling, not straight-line speed or fuel economy.

Obviously, it's difficult to discuss the 991 Carrera T without reference to its successor, which naturally inherits 992-generation characteristics from the basic Carrera. This means it's a more aggressive 911 altogether, with a stiffer ride and slightly sharper handling. This isn't necessarily a good thing.

From the second you set off in the 991 Carrera T, it feels more pliant and more relaxed than the 992 presentation of the same model, particularly in the softer of the older 911's two damper settings. It's quite a firm car, with plenty of feel for the surface the wheels are traversing, but travel never

Above Litchfield map has given the car significantly more poke, further differentiating it from Julian's 997 C4S

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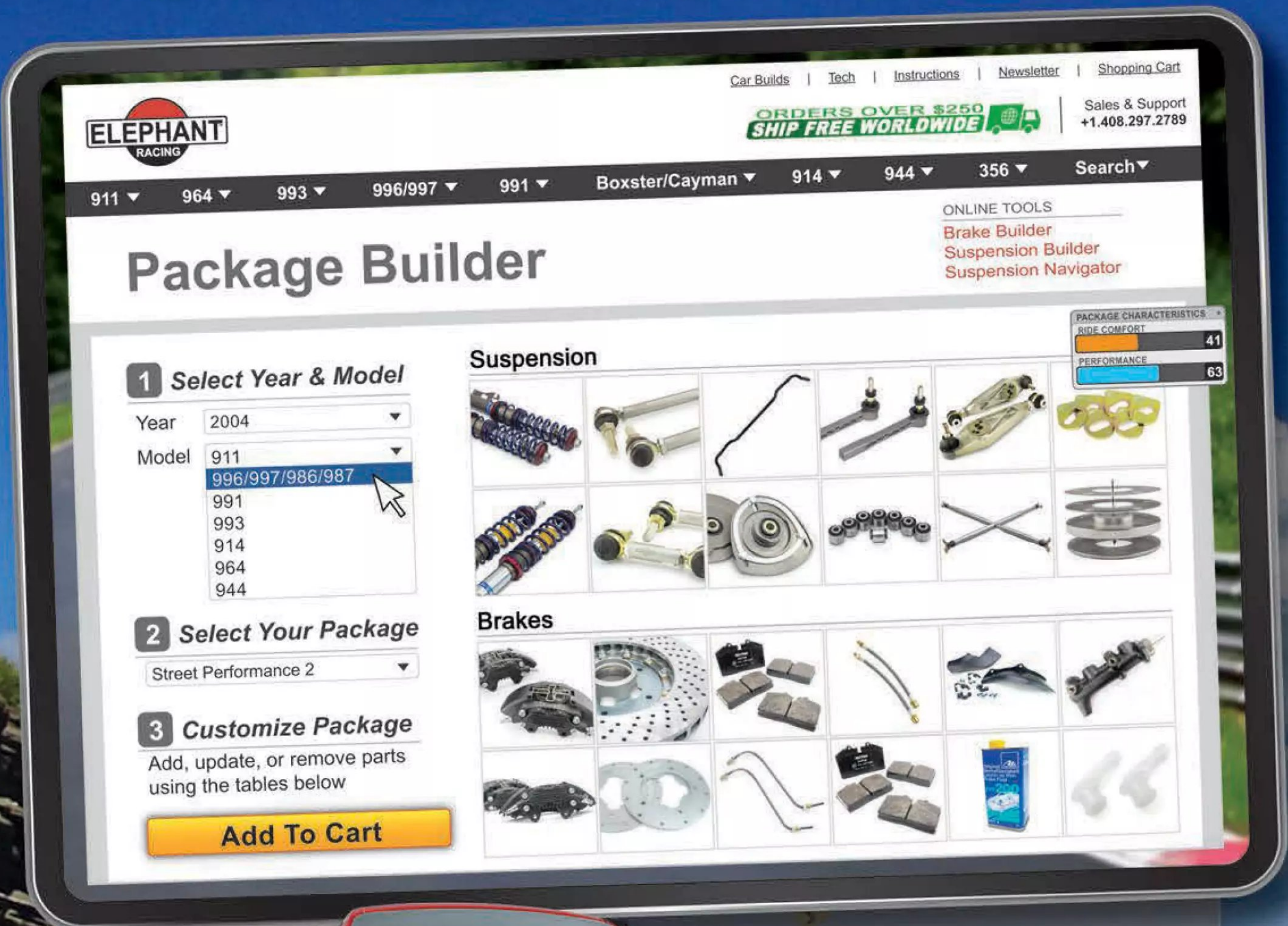

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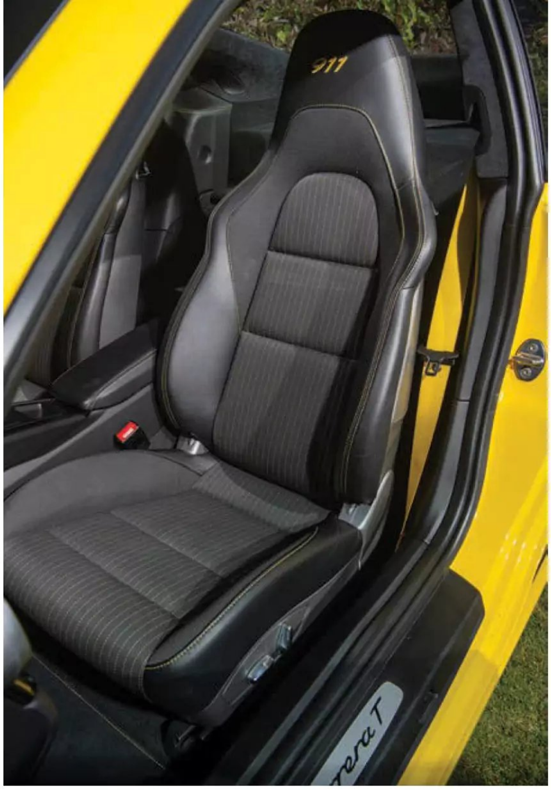
Above As a prime contender for your next Porsche, the 991 Carrera T is a seriously sound buy

translates into fidget. By the standards of lightweight sports cars, the ride is quite cushioned, meaning driving around town or on the motorway is a relatively pleasant experience. Yes, the noise can intrude, but providing you're not too offended, the 991 Carrera T is perfectly capable of being used every day, whereas the 992 Carrera T is a little less user-friendly, as we outlined in last month's issue of *911 & Porsche World*.

SHOCK TACTICS

Stiffen the dampers and the earlier Carrera T feels livelier, highlighted by a little less suppression of potholes and sleeping policemen. This is less savage than the 992's suspension, though. Pop the new Carrera T into its sportiest suspension setting at your peril — it's really only suitable for use on a track. In contrast, the 991 Carrera T's stiffer setting feels more like a firm road setup than all-out circuit mode. This makes it an unwise choice for commuting or trips to the supermarket, but it's great if you find a twisty backroad to blast around. And though the car is at its best on a smooth surface, it won't threaten to throw you off the road if you happen to hit a pothole at speed.

To bang on about ride comfort is to miss the point. The 991 Carrera T's stiffer setting is not to improve or ruin the ride, but to give the car a bit more body control. Although this 911 feels softer and more user-friendly than the 992 Carrera T, it doesn't have quite the same eagerness to turn in — a characteristic of the entire 992 range, where ride comfort has been traded for control — and there's noticeably more body roll from the earlier Porsche. This isn't to say the 991 Carrera T isn't agile. Nothing could be further from the truth. Moreover, in many ways, the 991 feels somewhat purer than the 992. The steering isn't as sharp or as direct (it feels a little light by modern standards), but it's brilliant in its own way and provides plenty of control over the front wheels. In the case of a Carrera T with rear-wheel steering, the back of the car, too. Speaking of which, rear-wheel steering gives the 991 Carrera T a tight turning circle, but the system is also designed to improve stability. Even so, the car feels a little tail-heavy in corners, as though the rear end wants to swing out slightly. Fortunately, slight roll means you can sense a twitch coming long before it arrives, making



Carrera T
12:43

Above Race-Tex fabric made itself known with arrival of the Carrera T and went on to feature in the 718 Boxster T

the Carrera T fun and controllable, as opposed to being snappy and unpredictable. Not that the 992 Carrera T is guilty of the latter. If anything, it's a superior car, particularly on a racetrack, but there's something a little more old-school about the 991 Carrera T's attitude. All told, this makes it a very desirable sports car.

AFTER DRAWING UP HIS WISH LIST, IT OCCURRED TO HIM IT MIGHT BE A GOOD IDEA TO GET OUT AND BOOK A TEST DRIVE

Naturally, there's more to driving than cornering — the 991 Carrera T's gearbox is worthy of plaudits. Despite being a seven-speed transmission, it's less notchy than the newer T's gearbox, evidenced by the slenderer lever snapping nicely through ratios. Julian has thoughts on this aspect of the drive, which we'll come to momentarily.

In many ways, the 991 Carrera T is a little more T than the 992 version, albeit less aggressive and less track oriented. In our book, this makes it a supreme road car, even though more than half a decade has passed since its launch. As an everyday driving proposition, and in terms of value for money, it remains the best 991 Carrera derivative you can buy. If you're into track days, the 992 Carrera T might prove a more suitable investment, but if you're more interested in fast-road fun, the 991 variant is well worth a look.

On the subject of value, the 991 Carrera T cost a little over £85,000 when it was launched in 2017, making it more expensive than the standard Carrera, but not by a huge amount. All told, the 991 Carrera T looks pretty spectacular, especially when you consider how well this 911 has held its value. Even relatively high-mileage 991 Carrera Ts command the best part of £70,000. Perhaps rarity helps? After all, the Carrera T was launched near the end of the 991's life and pristine examples are fetching almost as much as they cost when new. Does this blunt the model's value as a used Porsche? Maybe, but it's testament to how desirable the 991 Carrera T has become. And with very good reason.

Alongside the 992 Carrera T, the 991 version stacks up remarkably well, somewhat perversely improving on the newer model, certainly in terms of ride comfort, even if the 991 platform is a little less high-tech. "I had exacting specification in mind," Julian admits, hinting he didn't get his hands on a Carrera T as quickly as he'd have liked. "I wanted a manual, non-sunroof example with lightweight rear windows and standard seats, rather than buckets. Oh, and it had to be Racing Yellow, the model's launch colour."

After drawing up his wish list, it occurred to him it might be a good idea to get out and book a test drive. "I came away from the experience thinking the car was too similar to my 997. As such, I rather lost the urge to pursue my search. I noticed, however, a fair number of Carrera Ts were being mapped by Litchfield Motors. After speaking to several owners and through reading many magazine articles on the topic,

Above Three very different 911s, one very lucky owner

I realised ECU calibration could make sufficient difference to the Carrera T, elevating it to become a 911 more powerful and nimbler than my 997.”

INDEED, MINOR MODIFICATION IS THE THEME RUNNING THROUGH ALL OF JULIAN’S CARS, PAST AND PRESENT

In due course, he spotted a 991 Carrera T being offered by Supercar Sourcing. “It wasn’t exactly the specification I wanted, but within forty-eight hours, the company’s founder contacted me to say he’d located an example of the model satisfying all of my requirements. I asked him to inspect the car on my behalf. He very efficiently sent a walkaround video and provided full verbal description. Just as he was signing off, he told me the car had been treated to a Stage 1 map at Litchfield, but stressed the ECU software could easily be put back to standard, if I so wanted. It was fate — I had the car collected ten days later and I’m absolutely thrilled with it.”

According to Litchfield, the car now develops 460bhp and 430lb-ft torque. As a result, it presents a very different to drive to Julian’s 997 and is phenomenally rapid. “It got me into a spot of trouble with gendarmes in the South of France last year, resulting in a country-wide driving ban for several months, not to mention a hefty and deserved fine,” he grimaces. “Luckily, I was close to the Italian border, meaning I could drive back home by way of the Alps, through Switzerland, Austria and Germany, then up through Belgium and the Netherlands.”

He offers useful insight to anyone thinking of buying a 991 Carrera T. “My only gripe is the gearbox,” he sighs. “It’s got a very short throw and has the feel of a top-quality rifle bolt, but you need to be assertive and direct when changing gears. If you are at all sloppy or hesitant, it’s easy to connect to a gear other than the one you’re looking for. Get it right, though, and it’s very satisfying. I don’t mind admitting it’s likely my driving inability rather than Zuffenhausen engineering at fault.”

Other than the Litchfield map, the car remains as Porsche intended. Indeed, minor modification is the theme running through all of Julian’s cars, past and present. “The 993 features a factory sunroof and spoiler. I’ve switched the original stereo out for Porsche Classic Communication Management, fitted a beefier anti-roll bar and had all new suspension equipment installed by chassis tuning specialist, Center Gravity. My 997, meanwhile, is exactly as it left Stuttgart when new. I’ve considered fitting a ducktail, but haven’t yet convinced myself to do anything other than dream about it.”

He pauses for a moment. “I’m extremely fortunate in owning these cars,” he reflects. “I enjoy every drive, irrespective of the 911 I’m in charge of. I’m often asked which of the trio is my favourite. As the years go by, and as my eyesight and reactions get less sharp, I find myself enjoying the driving experience of the 993 more and more. It’s a fantastically engaging car, which makes driving all the more satisfying. At the end of the day, though, each of these Porsches is great fun.” And isn’t that what 911 ownership is all about? ●

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K23 AWB
Porsche Classic

SILVER MACHINE

One of twenty restorations completed by Porsche Cars Great Britain for the manufacturer's seventieth anniversary in 2018, Alan Bradshaw's 911 is a very special example of the 996 Carrera...

Words **Steve Bennett** Photography **Ade Brannan**

Time to big up the 996 Carrera, so says Editor Furr in a recent missive. This is, after all, an issue of *911 & Porsche World* dedicated to buying your next Porsche. I have no problem with the instruction. In fact, when it comes to bigging up the 996, I'm your man, and not just because I owned a 911 of this generation for five happy years, or the fact my first experience of a 911 was a base 996 Carrera. No, I'll happily big up the 996 because it was and is a genuinely game-changing Porsche product, not to mention its importance for the longevity of the 911. For many years, however, this flavour Neunelfer fell on hard times, but being a Porsche (and being a 911), it has done a sterling job of pulling through. Indeed, while I feel like I've been saying as much for the past fifteen years or so, now really is the time to buy a 996, whether as your next Porsche or, if you're new to the marque, your first. Indulge, then, my defence of the model. The reward is this rather special 996 Carrera, restored by Porsche Cars Great Britain in 2018 and belonging to friend of *911 & Porsche World,* Alan Bradshaw.

> THERE WAS NO EPIPHANY AS SUCH, JUST A GRADUAL PROCESS OF APPRECIATION AS I STARTED TO GRASP THE WAYS OF THE 911

For too long, the 996 has been the 'distress' 911 purchase, the first rung on the ladder for those who have seen the air-cooled boat sail over the horizon. Remember, though, in its seventy-five-grand-plus prime, this Porsche was lauded by the motoring media, taking all those prestigious Car of the Year awards before what we now see as the 996 crash, so to speak.

It was the perfect storm engulfing the 996 market. Porsche was trying to reach beyond its traditional customer base with a 911 intentionally appealing to a wider audience, but was doing so against the backdrop of a booming global economy. Big sales followed, but in time, this flooded the second-hand market, leading to model depreciation and cars falling into the hands of those who can't afford to run them. Cue the inevitable downward spiral as the list of a 996's previous keepers gets ever longer and the poor 911 gets ever tattier. Add market jitters concerning the model's mechanicals, plus a flood of less than desirable (to some) Targas, Cabriolets and Tiptronics, and the decline becomes understandable. It happened previously, when the 964 was the discarded 911, sitting in a puddle of its own leaking oil.

For the marque enthusiast, the 996 should be the de facto modern 911 choice, particularly in lightweight Carrera specification. Lightweight? Yep, this is the lightest water-cooled 911, lighter than even a 996 GT3 (1,320kg versus 1,350kg). The 996 Carrera is certainly lighter than its predecessor, the 993 Carrera. Yes, really. You see, the later Carrera is largely free of electronic chassis controls and gizmos, those 1998-2000 cars having just a basic traction control system and even a cable actuated throttle. In other words, despite what some might imagine, an early 996 Carrera offers an analogue driving experience. It's also the last 911 with real steering feel, before the 997 ushered in vario-controlled power steering. Let's not get started on modern 911s and their electro racks.

Water-cooled over air-cooled might be making virtue out of necessity, but having had experience of both, I'd rather be in the former camp. And, let's face it, Porsche enthusiasts deserve respite from the relentless increase in values, which has priced so many fans of the marque out of the market and has encouraged 911 restoration to become crazy expensive, to the point even the specialists who carry out the work wonder about ongoing viability. It's crazy to think, back in 2002, I bought my Carrera 3.2 because I couldn't afford a 996 Carrera. Try saying that in 2025.

Why did Porsche go to such great lengths to reinvent the 911? Because it couldn't carry on as it was. Put simply, air-cooled cars had been developed into a dead-end. The world had moved on, legislation had moved on. Change or die. These were the choices Porsche faced. Change started with development of the Boxster and the 996-generation 911. Purists didn't like water-cooled engines, the parts sharing between models, the modern production techniques. For once, however, the manufacturer was in the right place at the time. At last, whether Boxster or 996, we finally got a *people's* Porsche. A double-edged sword?

INSTANT RECOGNITION

I was one of those who truly 'got' the 996. Save for a brief encounter with a Carrera 3.2 and a 911 SC (a poorly one), the 996 was the first 911 I ever drove properly. This, despite being twelve years into my career as a motoring journalist. In fact, how could

Facing page
One of Porsche Cars Great Britain's special restorations to mark seventy years of the manufacturer

I possibly even call myself a motoring journalist without decent seat time in a 911? Little wonder others shunned me, pointing and whispering. "That's him, the one who's never driven a 911." Oh, the shame. In fairness, for most of my career, I'd been working for a title focused on club motorsport and rallying. The road cars which came my way were of the Elise, Caterham, hot hatch and Impreza variety. The 911 wasn't really on the magazine's radar and therefore wasn't really on mine, but something changed with the arrival of the Boxster and 996. These cars seemed to skip a generation. And so, in my final fling as editor of said club motorsport title, I called the nice people at Porsche Cars Great Britain, who didn't know me, and somewhat tentatively asked if I could borrow a 996 Carrera for a week. While they didn't quite say, "Mr Bennett, we've been expecting you," there was no surprise at my cold call, no questions asked regarding my intentions for the car. Good job, because I had a full week planned, including a twenty-four-hour round trip to the Nürburgring.

This was twenty-five years ago, some time after launch of the 996. A silver 3.4-litre Carrera — entry-level specification, complete with standard seventeens — arrived in the office car park. The car had nine thousand hard-fought miles on the clock. It was dark when I jumped in and hurried around the M25 motorway.

Such was my novice 911 status, I didn't realise the car had a six-speed gearbox until daylight of the next morning. "It needs a taller fifth," I thought to myself, followed by a much-deserved facepalm.

There was no epiphany as such, just a gradual process of appreciation as I started to grasp the ways of the 911. No doubt about it, this car felt odd. The constant 'twisting' movement from the rear seemed to influence the whole machine, and the inclination was to somehow counter it, but I worked out it's a bit like an Elise (not quite the mid-engined car it claims to be), albeit with weight even further to the rear and, obviously, not so high up. It could be used to change the 911's angle of attack and assist in getting the power down out of a corner. Soon, I was getting the hang of swinging it around

Above Liquid Silver Metallic was developed specifically for the 918 Spyder PHEV

Above Alan and his 911, representing man and machine in perfect harmony, or something

70th Anniversary
Porsche Classic
Special Edition
PORSCHE

Above Extensive restoration work resulted in the closest it was possible to get to a new 996 Carrera at the car's time on display at the NEC

and revelling in the characteristic transfer of weight to the rear as the fat back tyres dug in, the nose reached up and the steering went light for a moment. I got the fact you just had to go with it, let the car lead and not hang on grimly to the wheel. It was like nothing else I'd ever driven. No sports car shook its stuff and moved around like this.

There was and is precision and linearity of the controls. Everything works together. The clutch and gearshift coordinate, the brakes are powerful and progressive. I remember loving the centrally positioned rev counter, which I enjoyed whanging around to near 8,000rpm, action which amplified the noise from the flat-six. Water-cooled it might have been, but it sounded amazing and rather more sophisticated than its air-cooled ancestors. While other journalists were grudging in accepting the 996 was better than older 911s, I wasn't encumbered by the baggage of comparison. I knew no different, I just knew this 996 was a car I really, really wanted. Indeed, after six laps of the Green Hell, I wrote the following words. "By now, I'm convinced the 996 Carrera is the best car I've driven. Others may be faster (but not many), some may handle better, but as an overall package, this is the one. I want one so badly it hurts." I got there in the end, buying my 996 in 2015 for a modest £13,000.

In the present, a looked-after 996 Carrera (particularly a first-generation model powered by a 3.4-litre flattie) is a sought-after machine. Surprisingly rare, too, once you've sifted through all the Carrera 4s (not to be discounted, by the way), Cabrios, Targas and Tips out there. All of which leads us to Alan Bradshaw's 996 Carrera, which isn't just rare, but is also unique. The ultimate 996 poster car?

Unique? Absolutely. Dressed in a lick of the 918's signature Liquid Silver Metallic and with subtle body add-ons, this is a 996 you could have partially specified back in 1999, although the colour would have eluded you. The colour is, of course, what makes this 911 really stand out. It has quite a story, too, being one of the twenty legacy Porsche products restored by Porsche Cars Great Britain to celebrate the manufacturer's seventieth anniversary in 2018. Ten of the pack were 986 Boxsters, joined by one of every 911 generation up to the 996. There was also a 944 Turbo, a 968, a 928 GTS (featured in this magazine a few issues ago), a 924 Turbo and even a 914. If you were at the NEC Classic Car Show in November 2018, you might have seen the full line-up on display. All cars were finished in Liquid Silver Metallic. It was quite the spectacle.

IN THE CRUCIAL RESPECT OF SHEER DRIVING PLEASURE, IT WINS HANDS DOWN, FROM ITS DYNAMIC CHASSIS TO ITS SLICK SIX-SPEED GEARBOX

K23 AWB
Porsche Classic

As Chairman of the 924 Owners Club (*porsche924.co.uk*), Alan's attention might have been more skewed to the front-engined cars exhibited, but despite his prominent position in the 924 community, his Porsche tastes are eclectic — he uses a Macan as a daily steer, has a Cayman GT4 in the garage, owns a restored 924 Carrera GT (soon to enjoy its star turn in these pages) and boasts recent dalliances with GT3s of the 997 and 992 variety. Oh, and he also owns a Karmann Ghia. Well, the move from Volkswagen to Porsche is a familiar path.

Porsche Cars Great Britain spared no expense in its celebratory restorations, taking full advantage of access to the Porsche Classic parts bin and specialist knowledge and skills at participating Porsche Classic Partner Centres and Porsche-approved body shops. The final restoration costs are positively eye-watering, but it's important to note the focus of the project wasn't profitability. It was more a call to arms — apart from the unifying colour choice, the rules of restoration stipulated all cars had to be manual, feature black wing mirror cases, black wheels and a black interior. Subtle and desirable in equal measure, then.

Alan's 996 Carrera was restored by Porsche Centre Swindon and is a super-early example of the breed, meaning it comes equipped with the aforementioned cable throttle. The bodywork was originally black. The car was taken as a part-exchange by another Porsche Centre. To all intents and purposes, this 911 was nothing special, allowing itself to be used as a blank canvas — the car was stripped to a bare shell and essentially rebuilt as a new 996 Carrera from the wheels up.

How did Alan find his name on its logbook? "Porsche delivered all the restored cars to Porsche Centre Solihull prior to the NEC show," he recalls. "I was at the venue, building the 924 Owners Club stand, and saw the fleet of restored cars roll into the exhibition hall, one by one. I was contemplating buying the 924 Turbo, but then I bumped into Steve Pottinger, Porsche Cars Great Britain's Business Development Manager, who oversaw the entire project. He reckoned this 996 was pick of the bunch, having had a brand-new engine and gearbox, plus all new suspension and running gear. With the body restored, it was as close to a brand-new 996 Carrera as it was possible to get in 2018 — more than £120,000 had been sunk into the rebuild." That's a lot of money to throw at a 996, but consider the fact twenty grand was spent on body refurbishment

Above Pleasingly, Alan isn't afraid to use his cars, though gets a real kick out of restoring 924 Carrera GTs, a pursuit of his we'll be exploring in a forthcoming issue of *911 & Porsche World*

Above and below Once derided as the poor man's 911, the 996 has come into its own as a firm fan favourite, with prices beginning to rise accordingly

and paintwork alone. The work was expertly carried out by manufacturer-approved repair and restoration firm, M&A Coachworks. Additionally, almost every part was replaced, right down to the wiring loom. In accordance with Porsche Cars Great Britain's instruction, the interior was retrimmed in black (with a touch of grey), a bonus, given the arresting interiors some 996s were kitted-out with at the request of original owners.

A PRIME EXAMPLE OF PORSCHE COMMUNITY, WHERE ALL OWNERS, ALL ENTHUSIASTS AND ALL FLAVOURS OF PORSCHE ARE WELCOME

Tasteful modifications include the factory Aerokit, plus rear aero spats and, of course, multi-spoke BBS split-rim wheels with satin black centres. The overall effect is great, leading Alan to cut a deal to buy this 996 before the show had even started. How much? I appreciate you'll be dying to discover this was a bargain buy at £50,000. Cue much spluttering and, possibly, tea sprayed over these pages or on your computer screen, depending on your medium of choice. Yes, you could buy an [insert your fifty-grand Porsche of choice here] for the same money, but it won't be unique, unlike Alan's 996. And, yes, it's true to say you can buy a really good 996 Carrera for half that sum, but it won't be this. Besides, once you've sorted the inevitable suspension refurb and invested in new radiators and, perhaps, a new IMS bearing for peace of mind (because, frankly, you're spooked by the whole thing), then you'll be well on your way to £50,000 and your 996 Carrera won't look anything like what you see on these pages.

Did someone say air-cooled? Granted, you could acquire a 911 SC (or similar) for fifty grand, but you'll spend as much again on what, these days, is an acquired taste insofar as it's a classic 911 and bloomin' feels one, too, which isn't necessarily a good thing. Again, I know what I'd rather have.

The 996 Carrera might be getting on a bit now, but age has not dimmed the driving experience. If anything, compared to the power- and size-bloated 992, the 996 is a far more usable machine. In the crucial respect of sheer driving pleasure, it wins hands down, from its dynamic chassis to its slick six-speed gearbox and elastically flexible 3.4-litre flat-six, which you can wring out without frightening yourself silly or rendering your average stretch of clear road into a series of very short straights punctuated by the kind of hard-on-the-brakes stoppage events having your passenger wanting to throw up, such is the discombobulation to the body's built-in gyro.

"It handles better than a 997," Alan claims. "It has better steering, too." As ever, the base 911 is the sweet spot and it was ever thus. Adding more dilutes the experience. If you can find one, an early Carrera on seventeen-inch wheels and standard (non-M030) suspension is a delightful thing.

Needless to say, Alan hasn't had

to take care of any serious work on his 996 Carrera, save for a few personalising touches. "It had standard seats, which I've replaced with hardback Sport seats trimmed in black leather and bearing Porsche script inserts. I had the seat backs colour-coded in Liquid Silver." To bring the car fully into the digital age, he has installed a Porsche Classic Communication Plus (PCCM Plus) head unit, featuring DAB+ and smartphone connectivity via CarPlay or Android Auto.

VARIETY PACK

Despite him having owned a wide range of Porsches, the 996 fits in perfectly with Alan's preference for vehicle simplicity, a predilection keeping him drawn to the 924. "GT3s apply here. They're simple cars. I view the 996 Carrera as a bit like a junior GT3. To be honest, it's all the 911 you need. No fancy add-ons, no complexity." Porsche Centre Solihull takes care of his 996 servicing and maintenance needs.

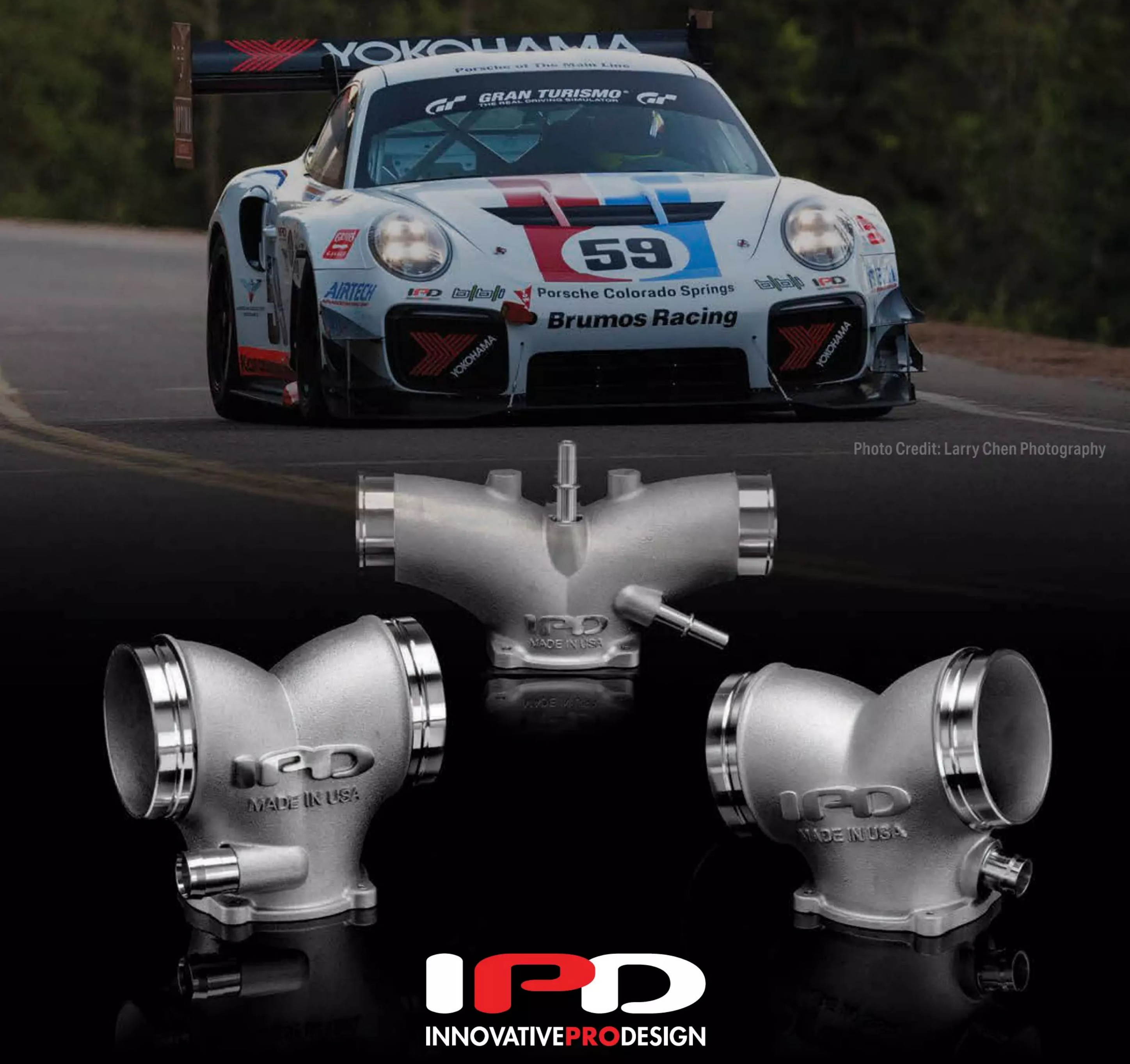
Like so many Porsche owners, he is embedded in the enthusiast scene both locally and nationally. "That's the big difference these days," he muses. "The camaraderie in the Porsche scene, as well as the classic car scene in general, is much greater than it used to be, making ownership more social than ever. I guess it's the effect of modern media, making us all more connected. Social media isn't all bad, despite what we're told." We concur — Porsche enthusiasts have never had it so good.

If you're reading this magazine for the first time, perhaps because you're curious about Porsches, or maybe you own one, but haven't really delved into the wider world of these fantastic machines, then consider *911 & Porsche World* a prime example of Porsche community, where all owners, all enthusiasts and all flavours of Porsche are welcome. A broad church, so to speak. As well as his involvement with the 924 Owners Club, Alan is a member of Porsche Club Great Britain and, on a more local level, the Staffordshire Porsche Owners and Drivers club, indulging in the company of like-minded Porschephiles.

Want to join the party? As mentioned earlier, the 996 Carrera is very much a blank canvas. If Alan's car has inspired you, then hit the classifieds and get involved. You won't regret doing so. ●

Below 3.4-litre capacity was the starting point for the M96 engine in the 911, but don't be deterred — this feisty flat-six packs quite the punch

Elevated Performance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FRUIT LOOP

Editor Furr gets behind the wheel of a recently restored 1972 911 E 2.4 and takes to his favourite driving roads. Could this zesty air-cooled classic represent the perfect specification for someone wanting their next Porsche to be both totally usable and positively retro?

Words **Dan Furr** Photography **Dan Sherwood**

There's strong argument for a classic 911 being the 'go anywhere, do anything' sports car. This is a Porsche we've seen tackle terrain as tough as the deserts of Africa and the snow-topped surfaces of the Arctic Circle, not to mention the rough and tumble of safari in some of the world's most remote locations, but an air-cooled 911 proves itself just as content when tackling a variety of 'real world' environments, such as motorway cruising, bombing around twisty backroads or navigating inner cities. What's remarkable about all this is the fact I'm talking in the here and now. Yes, a fifty-plus-year-old 911 is more than capable of holding its own against modern traffic.

AN INVITATION TO BORROW A RECENTLY RESTORED 911 E 2.4, WHILE ITS OWNER WAS SUNNING HIMSELF IN THE CANARY ISLANDS

Furthermore, this is a retro ride you can use daily, even in the twenty-first century. Take it to the shops. Use it for commuting to the office. Enjoy a spirited blast on high days and holidays. All of it can be done in pretty much any weather, too. You can't say the same about a classic 911's contemporaries. Most of them would break down. Or dissolve. Or both.

911 & Porsche World is always going to shout loudly about the 911's plus points, but we also like to practice what we preach, which is why I didn't hesitate to accept an invitation to borrow a recently restored 1972 911 E 2.4, while its owner, Steve Norton, was sunning himself in the Canary Islands. Regular readers will be familiar with Steve and his passion for Porsche. His company, Cape International (*cape-international.com*), is the leading European restorer of Austin-Healeys, but in recent years, the business has diversified — Steve's team's industry-renowned skills in producing award-winning, concours-quality classic car restorations has seen Cape International resurrect a series of tired air-cooled 911s in spectacular fashion.

The company's first Porsche offering began life as a late 2.7-litre 911 S. In Steve's custody, the left-hooker was treated to a variety of upgrades, including an oversized flat-six loaded with uprated camshafts, PMO carburettors, a Classic Retrofit CDI+ ignition unit and coil, a 123 Ignition system (with spark advance controlled via Bluetooth), Magnecor leads and a refurbished crankcase. The punchy boxer was fed fuel via Teflon supply lines equipped with Aeroquip fasteners. With bags of torque on tap, the engine made a healthy 200bhp, as confirmed on a rolling road.

The car's bodywork was treated to soda-blasting, after which, it was afforded backdate styling, bulbous wheel arches (to accommodate wide wheels and tyres) and a generous coating of custom grey paintwork. A fabulous interior centred around tan-coloured Recaro CS Sportster seats rounded out the changes.

Despite this being Cape International's first attempt at restoring a classic 911, the results were fantastic, not that we were surprised. You see, Steve's team is recognised the world over for its outstanding Austin-Healey restorations. That said, by his own admission, an old Porsche is a completely different kettle of fish to an old Healey. Beginner's luck, then?

Well, no — wind the clock forward to January 2023 and I sampled Cape International's second 911 restoration, which was equally as impressive as the first. This time, Steve based the build on a Carrera 3.2, arguably the ultimate platform for a classic 911 restomod. His starting point might have been a newer Porsche than he was working with on his first 911 build, but backdating remained the name of the game. Campagnolo-style Group 4 Wheels fifteen-inchers joined F-series styling and a stunning retrim in green leather (a nod to the interior in one of DK Engineering's Ferrari 250 Lusso recreations), while the fully restored body carried a flawless lick of jet black paint. As before, engine upgrades abound, evidenced by 260bhp, achieved by way of a full engine rebuild, upscaling to 3.4 litres and the installation of Jenvey Dynamics IDA3 Heritage throttle bodies. Fuel injection was managed by a DTA ECU, stopping power bolstered by Hi Spec Motorsport custom calipers, handling enhanced by TracTive's super-advanced Active Controlled Electronics (ACE) damper system, complete with in-car touchscreen control panel.

HOMEWARD BOUND

The fundamentals were as before, but for this second Cape International 911, the tech was seriously ramped up. I loved the car, and was less than surprised when an equally enthusiastic suitor came a-knocking and secured ownership. At the time, Cape International's third 911 restoration

Facing page An air-cooled classic equally at home in cities, towns, on motorways and out in the country

Below Steve refurbished the wheels by hand

was in progress. It's the Porsche you see on these pages. You'll note the lack of wide wheel arches, the absence of aggressive wheels, the factory interior. Yes, save for an RS-specification mechanical fuel injection system upgrade and beefed-up brakes, this is a standard 1972 911 E 2.4. Even the colour is original. A case of 'less is more', then? This air-cooled classic certainly puts forward a very convincing argument.

Before I report on my time behind the wheel, let's delve into how this Porsche came to be in Steve's possession. "I was entertaining one of my Austin-Healey-owning customers," he explains. "On seeing the first Cape International 911, the guy's friend announced he knew someone with a similar car, albeit in a state of disrepair. Obviously, my interest was piqued, more so after I was shown pictures of the car, which indicated a tired right-hand drive Tangerine F-series 911 wearing a brown door and a yellow wing. I zoomed into one of the photographs and identified the original wing sitting in the car's neighbouring garage space. The panel was damaged, but it had survived. I also noted wide-body metal wheel arches, various motorsport-inspired fibreglass panels and a 'whale tail' engine lid. Despite these distractions, I recognised I was looking at a largely original 911 E."

The grey 911, which at this point was being readied for its new owner, was originally painted Tangerine. "I love the custom shade of grey mixed for our first Porsche restoration, but part of me regretted eliminating orange," Steve continues. "The Tangerine doer-upper in the images I was being shown immediately presented an opportunity

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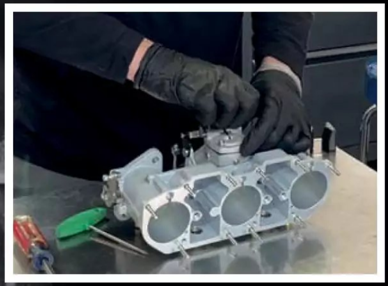

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to do things differently. No backdate, no personalisation, just a straight restoration, bringing the car back to its best. A perfect circle, I suppose."

STATIC MAGIC

Though the car wasn't being stored in a barn, one might permit the term 'barn find' when describing it, chiefly because, remarkably, it had been in a state of suspended animation in the aforementioned lock-up since 1986. At this point in the story, it's worth charting key moments in the car's ownership history and how it ended up sitting motionless in dry storage for decades, much to the benefit of its mechanicals and bodywork.

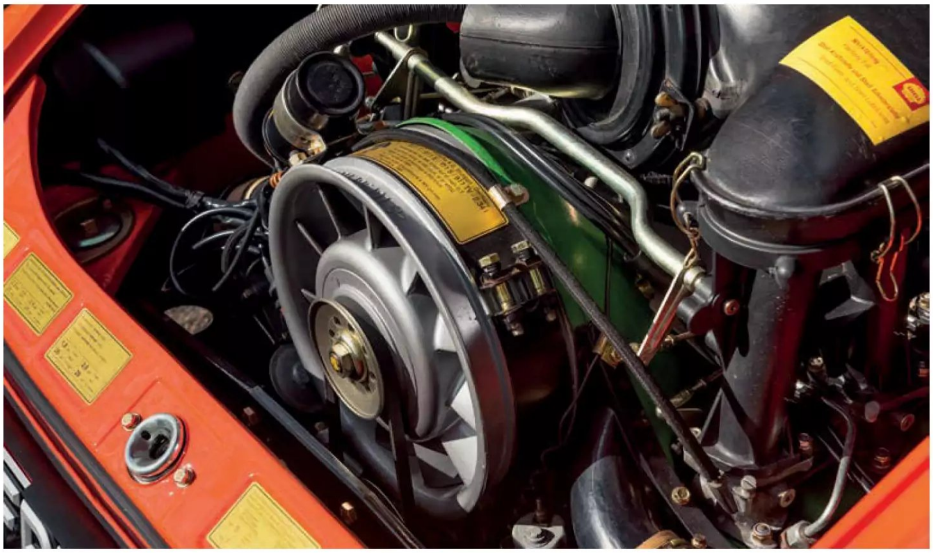
First registration occurred when an Arthur John Davey bought the Porsche new from celebrated dealership, Archibald Frazer Nash (AFN), on 17th November 1972. On went personalised registration AJD 15, off into the sunset went Davey and our star car. In 1982, title passed to Porsche racer, Nick Bauwens, who "threw the kitchen sink at it" by commissioning independent Porsche repair, restoration and sales specialist, Autofarm, to carry out comprehensive overhaul of the car's vital organs. Invoices for the work make for eye-watering reading.

By 1983, Bauwens found a new toy to play with, leading the zesty 911 to appear in the classifieds of an Autofarm advertisement published in *Thoroughbred & Classic Cars* magazine. Responding to the call was an Ian Alty, who exchanged £6,500 in return for ownership in October that year. So the story goes, Alty was subsequently driving through Manchester city centre, when a Mini pulled out of a side turning at speed and sideswiped the Porsche, hence the crumpled wing Steve spotted when first eyeballing the car in smartphone pictures. The repair work didn't get carried out. Instead, on 25th May 1986, the car was sold and didn't see any further use. Alty's ownership accounted for just thirteen percent of the near sixty thousand miles the Porsche had covered since Davey signed on the dotted line fourteen years earlier.

With assistance from his customer, Steve managed to contact the 911's custodian — who'd bought the Porsche from Alty all those years ago — and expressed interest in going to see the car with a view to making an offer. Mercifully, the previously intended modifications remained nothing more than a collection of ideas and spare

Above By today's standards, this is a diminutive Porsche, but its small size makes it ideal for darting in and out of traffic in cities

Below Flat-six makes use of RS-specification MFI



Above Interior is beautifully understated, while rear window features an aged replica AFN window sticker

parts. As Steve recalls, “dots were drawn on the bodywork where the metal wheel arches would have been grafted into place, which shows how close the car's original panels came to being seriously altered. There was also a massive ANSA upswept four-branch exhaust, which might have looked okay on a same-age Ferrari or Lamborghini, but was totally inappropriate for this car. Thankfully, none of the parts were fitted.”

BACK AT BASE, THE REVITALISED MFI SYSTEM WAS INSTALLED, BELT ON, SPANNERED UP, NO MORE LUMPY RUNNING

Reasoning he was in a position to save the Porsche and keep it as a narrow-body 911 E (just as the manufacturer intended), Steve struck a deal to bring it back to Cape International's base in Redditch, south of Birmingham. Inspection revealed dirt to have caused rot to the rear light bowls, plus a small amount of corrosion was making itself known on the rear quarters. The sills weren't in particularly good shape, but otherwise, the car was straight and in excellent overall condition, retaining all of its original interior components.

“Damage to the door extended only to the panel's skin, not the structure. The car's underside, inner arches and engine bay were in amazingly good order. I had to buy a new front lid from Porsche Classic, and I took the opportunity to invest in a new genuine fuel tank at the same time, but all the places you'd expect to find rot were in impeccable condition. Luggage area, battery boxes, windscreen lips, even the original wiring loom, all of it was in excellent order.”

The car was stripped and subjected to salt-blasting. As layer upon layer of black underseal was removed from the chassis, gorgeous Tangerine paintwork was revealed. The removed engine and gearbox, meanwhile, were operating without fault, as one would demand from nuts and bolts with such little mileage. Nevertheless, Steve cleaned every component by hand, removing valve covers and the fuel injection system in order to give every item a fully detailed finish. “During this process, I discovered the cold-start fuel bleed valves under the butterflies to be incorrect. I replaced them with appropriate-specification, zinc-coated parts. When the engine and transmission were reinstated and called into action, however, I was concerned by lumpy operation below 2,500rpm. There seemed to be a problem with the fuel injection system. I couldn't dial it in.”

A trip to see Fred Pentacost at mechanical fuel injection (MFI) system repair and calibration specialist, Tower Bridge Diesels, revealed the cause of the error to be poor fuel supply, which was immediately remedied with a rebuild of the 911's MFI equipment,

but Steve got rather more than he bargained for when Fred confirmed the system had been upgraded to S-specification and equipped with an RS cam, presumably when Autofarm worked on the car at the instruction of Bauwens. Ever helpful, Fred provided Steve with a standard 2.4-specification MFI D-cam "as a spare, in case it proves useful in the future."

PARTS SUPPLY

Back at base, the revitalised MFI system was installed, belt on, spannered up, no more lumpy running. "The engine has been wonderful ever since," Steve beams. "I have complete confidence in this car over long distances. It drives like a dream on new Bilstein suspension and slows very well, a trait enhanced by the fitting of 911 S brakes, which I sourced from Karmann Konnection a few years ago, but were lying idle in the Cape International parts room after not being used on either of the company's previous Porsche projects."

The anti-roll bars are original, as are the wheels, which Steve restored at home. "A complicated masking job," he wheezes. "The work took a long time, but I'm pleased with the result." As well he should be — every inch of this air-cooled Porsche is immaculate, even the interior, which is almost entirely original. Yes, you're looking at fifty-three-year-old carpets and the car's original seats.

"Dave the Trimmer installed a new headlining, retrimmed the rear parcel shelf and sorted a gash on the driver's seat bolster, but aside from these parts and bespoke seat belts supplied by Quickfit Safety Belt Services, everything else you see is factory-original, from the A- and B-pillar covers to the dashboard, which is entirely free of cracks. Even the sound-deadening panels are original to the car."

A session in the workshop of chassis tuning specialist, Center Gravity, put the 911 on the straight and narrow (literally), after which, Steve racked up a happy three thousand miles before handing me the keys and packing his suitcase for a well-deserved holiday. For the best part of two weeks, I have free reign to take this car wherever I like and pile on as many miles as I can cover, such is Steve's enthusiasm for me experiencing seat time in his personal Porsche passion project. Yes, you read correctly — this fruity, fully resprayed 911 isn't for sale. It's Steve's pride and joy. "A keeper," as he

Above Unlike previous 911 builds from the Cape International stable, this 2.4-litre car was very much restored with sympathy to original specification

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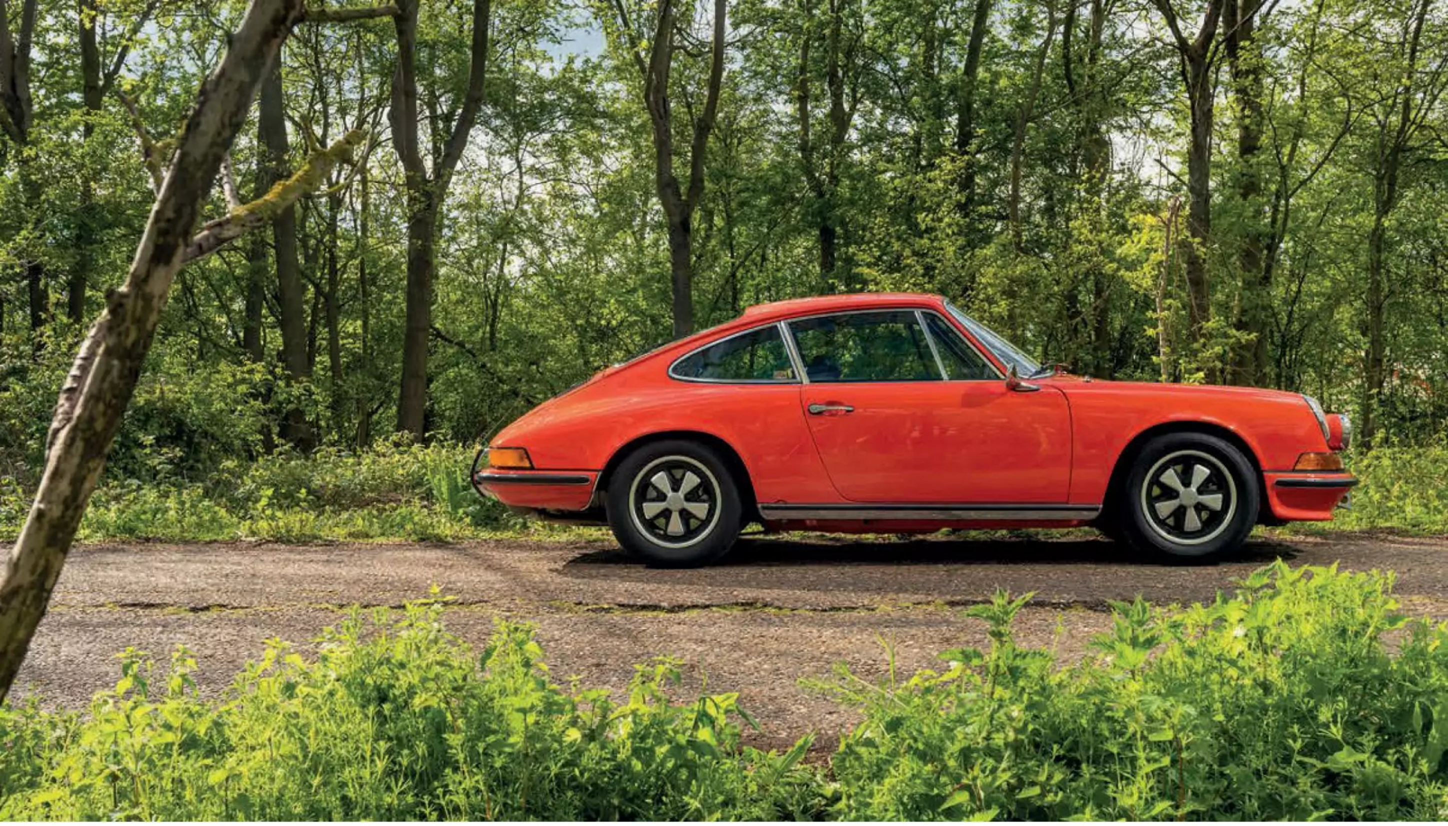


describes it, making his generosity all the more pronounced.

Whenever I'm offered loan of a classic Porsche, I like to be given a demonstration run by the car's owner. You can tell a lot from the passenger seat of an old 911, not least how well put-together it is. Of course, there's no beating feel behind the wheel, but observing someone familiar with the car in question as they work through gears and push the engine to its sweet spot is hugely illuminating, especially if you're dealing with a vintage vehicle quirking to the way it reacts to user input. Riding shotgun also allows you to observe how much of a 'magic carpet' you're riding, free of the distraction of fancy footwork and keeping an eye on the road ahead.

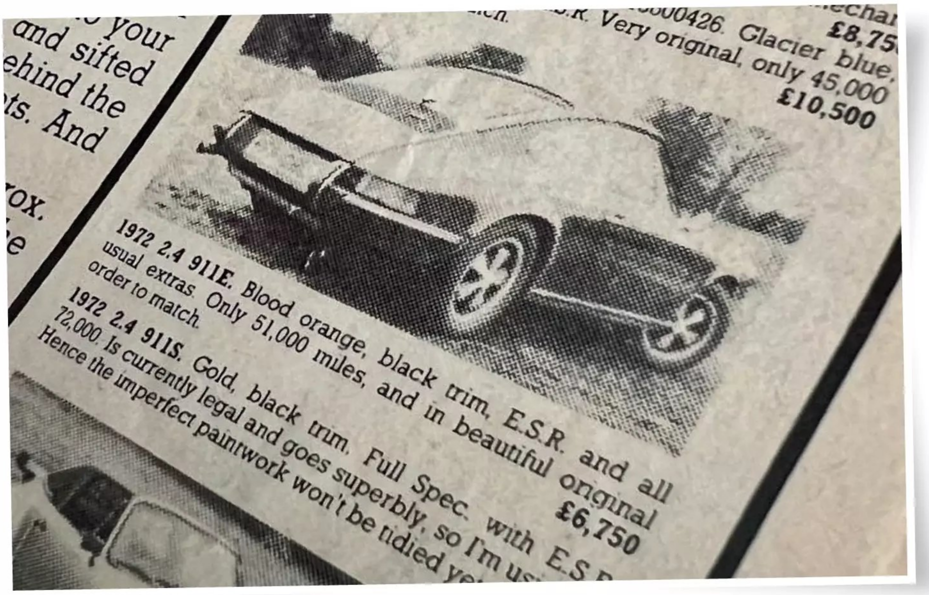
FIRST IMPRESSIONS

Steve collects me from Solihull train station and, after I indicate my preference for him to provide me with a demo drive before I set sail for my home in Norfolk (some three-and-a-bit hours east of the West Midlands), sets the controls for Chez Norton, thirty minutes or so away from town. Immediately, I can tell this is a well put-together 911. The ride is impeccable, the pull of the engine absolutely effortless. The ease in which Steve is working through gears suggests no 'knack' is at play. You might expect as much from a restored 911, but you'd be wrong to do so. I've lost track of the number of Porsche restorations, which, frankly, have left me wondering what on earth their chief architects were thinking. One such example springs to mind — getting stranded on a busy highway in central London as a direct consequence of modifications made to an air-cooled Porsche's guts is not an experience I wish to repeat in a hurry.

No such concern here. This nimble, narrow-bodied classic Porsche is making light work of the backroads approaching Steve's house, which is just as well, because I've got every intention of carving up the serpentine ribbons of asphalt strewn in and around His Madge's Sandringham estate as soon as I get this thing home. Before then, however, I've got to work my way cross-country, jumping from motorway to motorway in pursuit of the east country.

I sink into the driver's seat. It's more than a half-century old, but remains pleasingly comfortable. The driving position is just right, visibility through the glasshouse is perfect. Steve advises the front and rear screens are new, but all other glass is original to the car. A switch of the key and the

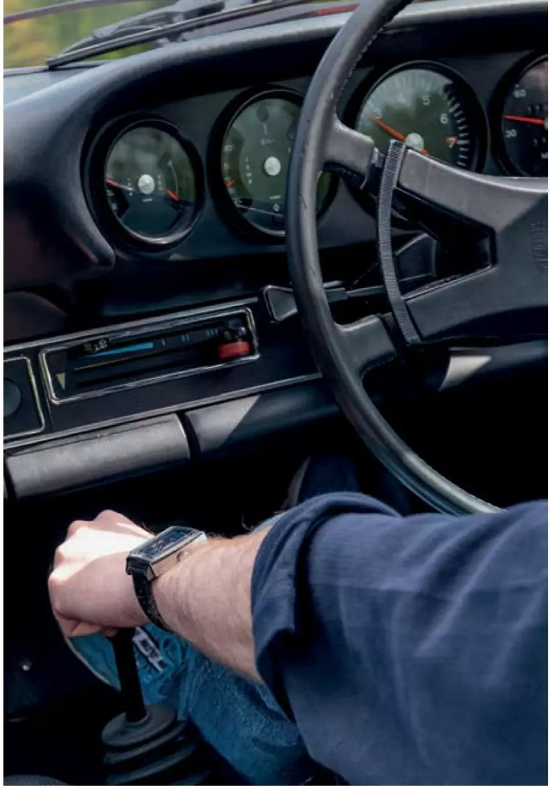
Below Period classified lists Steve's 911 in Autofarm stock for a tad less than the car is worth today



Glacier blue,
Very original, only 45,000
£10,500

1972 2.4 911E. Blood orange, black trim, E.S.R. and all usual extras. Only 51,000 miles, and in beautiful original order to match.
£6,750

1972 2.4 911S. Gold, black trim. Full Spec. with E.S.R. 72,000. Is currently legal and goes superbly, so I'm us Hence the imperfect paintwork won't be tidied ye



Above Editor Furr enjoying every second of being in charge of this wonderful 911

engine catches, filling the cabin with the characteristic noise of an air-cooled flat-six ready and willing to work. I drop the clutch and, in advance of pulling out of Steve's driveway, slip the transmission into reverse. There's no notchiness, no hint of compromise. The same is true as I work my way through cogs when advancing up the road this car calls home. Progress is effortless.

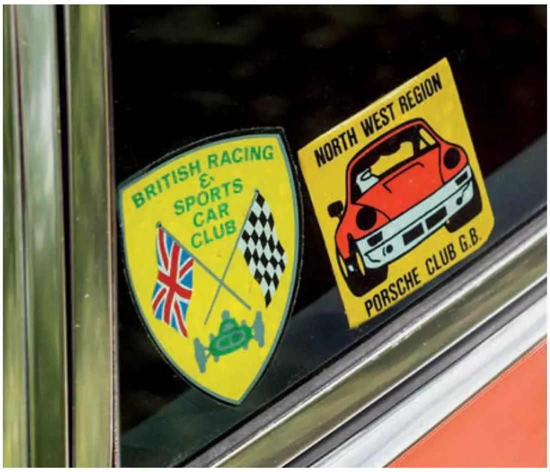
THESE ROADS OFFER FAST STRAIGHTS, TIGHT CURVES, UNDULATIONS, SURFACES AS SMOOTH AS BILLIARD TABLES, ROUGH TERRAIN AND DRAMATIC SCENERY

The twisties ahead give me the ideal opportunity for preliminary investigative work regarding the car's handling abilities. Ten out of ten. Throwing the car into bends and powering out of them gives no cause for reservation. The surefootedness of a 911 should never be in doubt, but Center Gravity knows just how to extract every ounce of potential from a Porsche's chassis. As a result, Steve's car exhibits all the hallmarks of truly sorted suspension.

Motorway driving might not sound particularly exciting (it isn't), but when evaluating a car, it's important to know whether it's a one-trick pony. A sports car great at hooning around country lanes, for example, might not feel quite so at home when asked to conduct more sedate driving duties. Can it be used as an everyday vehicle, as well as a tool for blowing off cobwebs? The answer here is a resounding yes. Not only is this 'orange organic' perfectly happy cruising at the national speed limit, there's a huge amount of poke left in the can for fast overtaking manoeuvres. Put simply, I'm barely tapping into what's on offer — the flat-six is totally under-stressed, content to propel me eastbound and down in relaxed fashion, but eager to charge forth when an unsuspecting Audi begs to be leapfrogged.

To Sandringham. Whenever I borrow a car for evaluation purposes, I like to subject it to my pre-configured 'test track'. In short, this takes the form of zig-zagging through the awe-inspiring, tree-lined roads cutting through the royal estate, past Sandringham Stud and out toward the village of Burnham Market, located a stone's throw from Holkham Hall, an eighteenth-century Neo-Palladian stately pad styled for the first Earl of Leicester. From Burnham Market, I hop on to the A149 North Norfolk coast road and follow the shoreline eastward, at least as far as Sheringham Park, a noted Georgian landscape park presently under the care of The National Trust.

Combined, these roads offer fast straights, tight curves, undulations, surfaces as smooth as billiard tables, rough terrain and, of course, dramatic scenery, although as far as I can tell, all eyes are on the Porsche. Little surprise, considering its pupil-popping paintwork and the appointment of those vintage Cibie Pallas spotlights. This 911 really is a sight to be behold.



Above If you want a classic 911 pre-dating G-series cars, but with enough poke to keep up with modern traffic, the 911 E could be your ideal next Porsche

It's also perfect for the conditions I'm subjecting it to. Norfolk's rural roads are tight — on certain stretches of the A149 (Stiffkey, anyone?) a caravan and a bus approaching from opposite directions means nobody is going anywhere. Fortunately, the Porsche can wriggle its way through the narrowest of gaps.

I'm barely out of third gear, the flat-six raring to go at all times, like a wild cat being teased with a slab of roadkill. The urgency exhibited by this thing is fabulous, the noise exhilarating. The chassis places the car exactly where I want it at all times. It's fun, fun, fun, and I know I've got the pleasure of experiencing it all over again after stopping for a cup of the hot brown stuff at Sheringham Park.

I take stock. Motorways. Check. Fast, exciting rural backroads. Check. Inner city driving? There's only one thing for it.

I'm a masochist. I must be. How else do you define my love of driving in central London, where rogue couriers and fast-food delivery operatives on L-plate-decorated mopeds threaten to destroy your happiness at every turn? This is a place where sat-nav tells you it'll take an hour for your car to travel seven miles. Why would anyone willingly subject themselves to this nonsense?

I love it. Driving through district after district, seeing buildings and people change from one street to another, as if they're in totally different locations. I regularly drive in central London and have done ever since I got my driving license. It's a fascinating place and I can't get enough of it.

PEDESTRIANS ARE INSISTING I MAKE MY WAY ACROSS ZEBRA CROSSINGS BEFORE THEY DO, EVEN WHEN I'VE PULLED TO STOP

And here we are, en route to the West End in Steve's 911. Never have I been in a car attracting so much positive attention. Not only are fellow road users unnecessarily giving me right of way, but pedestrians are insisting I make my way across zebra crossings before they do, even when I've pulled to a stop. Every few yards, thumbs are raised, smiles are stretched from ear to ear, camera-phones are being held aloft as this citrusy Porsche is targeted for a splash on the 'Gram. This car makes people happy. It's certainly making me happy.

Here's the thing. Since this 911 rolled off the Zuffenhausen assembly line, London's roads haven't widened. London's parking spots haven't grown any bigger. Cars, however, have gained bulk. Lots of bulk. I always thought my 997 Carrera 4S (yes, wide-hipped, I know) was small, until I parked Steve's 911 in my garage (and very comfortable it looked, too). Yes, the 997 is a much smaller car than any newer generation of Neunelfer, but a classic 911? This is the *optimal* Porsche for driving in the city. Quick enough to dart in and out of fleeting gaps in traffic, narrow enough to avoid overhanging the neighbouring lane, small enough to park in a standard space and leave ample room for fine-tuning.

Add the feelgood factor of seeing every other onlooker fall in love with the car, and a classic 911 makes a lot of sense in a heaving metropolis.

Having tested Steve's prized Porsche in three very different driving environments (typical of where I find myself when on the road in a calendar month), this 911 makes a lot of sense. Cape International has done a fantastic job of bringing it back from the dead. "I'll never sell," Steve assures me. I respond by telling him I'd like to be the car's next owner. "It'll have to be pried from my cold, dead hands," he howls. It can be arranged, Steve. It can be arranged. ●

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SECOND COMING

If you want your next Porsche to be air-cooled and exhibit a high level of personalisation, Ninemeister's 9m division can deliver the goods, as demonstrated by the stunning 9m64RS...

Words **Nicholas Found** Photography **Chris Wallbank**

The follow-up to the mighty Carrera RS 2.7 arrived two years into 964 production, but did this 'second coming' have any right to carry the Rennsport badge? If the requirement was to deliver feedback through every fibre of the driver's body, carry the weight of history and double down on the car's purpose, then the answer is in the affirmative. Based on the 964 Carrera 2, this was a homologation special to compete in N/GT events for the 1992 season, an effort delivering 2,276 examples of the model during a near two-year production run.

THE UNDERSIDE AS SHINY AS THE BODYWORK, CONTRASTING THE FINISH OF AN ORIGINAL 964 RS CHASSIS, WHICH ONLY RECEIVED A DUSTING OF PAINT

The 964 Carrera RS's 3.6-litre air-cooled flat-six developed just ten ponies more than the Carrera 2. Specifically, RS output was 260bhp at 6,100rpm and 232lb-ft at 4,800rpm, numbers helped by tweaks to the engine management system. It should be noted, this is considered a conservative estimate — we know of standard examples of the 964 RS chucking out 300bhp when tested on a rolling road.

All 964 Carrera RSs sent power through a five-speed gearbox with a limited-slip differential. Suspension was adopted from the Carrera Cup cars of the time, riding forty millimetres lower than the Carrera 2. Of course, at the heart of any RS is a development programme focused on weight-saving and aerodynamics. These traits are as relevant today as ever, with Porsche's GT department shifting from chasing endless power gains to focusing on clever aerodynamics and advanced composite materials, as demonstrated in the latest 911 GT3 RS.

Three decades ago, innovation took a somewhat different form. Rather than a fixed wing, the 964 Carrera RS featured a retractable rear spoiler, automatically extending at 50mph, a feature pioneered on the Carrera 2 a couple of years earlier. This contrasted with the fixed wing of the 964 Turbo, though the RS carried the Turbo's 'teardrop' door mirrors to reduce frontal drag. Fog lights could be replaced with optional ducts to manage airflow to oil coolers behind the front bumper.

Available in either Lightweight, Clubsport or Touring packages, almost nine in ten 964 Carrera RSs produced were to Lightweight specification. These featherweights tipped scales at 1,195kg, more or less a hundred kilos under a Carrera 2. Weight-saving measures included the removal of sound insulation, underseal and the dismissal of electrical operation for the windows, mirrors and seats, as well as the removal of central locking, air conditioning, radio, sunroof, rear seats and even the courtesy light. Further mass was ditched with the appointment of an aluminium bonnet and magnesium wheels. Add all this together and showroom visitors emptied wallets for fifteen grand more than if they were buying a Carrera 2. The overall result, however, was far greater than the sum of its parts (or lack thereof).

With no factory alarm system, it's a surprise any examples of the 964 Carrera RS have survived, considering the 1990s was the era of joyriding. In truth, few RSs remained unscathed. Some even ended up as track cars in the late 1990s and early 2000s, such was the depressed value of air-cooled 911s, not least the 964 range. Things have moved on. Put it this way, in the present, a good example of a 964 Carrera RS is going to set you back two hundred grand or more. Not cheap by any definition, but then again, transforming a standard 964 Carrera 2 to RS specification is likely to cost more than buying the real deal. Why, then, would anyone choose to do so?

As far as I can see, there are three very good reasons. Firstly, 964 RSs were abused in the late 1990s. They became the Porschephile's go-to track day car, a role shared with the Carrera RS 2.7. They were crashed. As difficult as it is to imagine now, these cars were, in many ways, considered disposable. Mothballing in the garages of collectors has really only been a thing for the RS in the past fifteen years or so. All this means there aren't a huge number of 964 Rennsports for sale with clean history. The challenge in finding one is even more difficult if you're after right-hand drive, of which little more than a hundred were produced.

Secondly, an RS replica offers the opportunity to re-engineer key parts of the Rennsport recipe. The car pictured on these pages, for example, goes far beyond a copy of a genuine RS. It takes what makes an RS special and reinvents the parts not considered particularly desirable, making a more usable and relevant package for today's roads.

Thirdly, for those with an eye for detail, any 964 will need work across mechanicals and bodywork to achieve a standard close to ideal. There are several specialists capable of restoring a 964 to standard specification. There are many more able to carry out modifications, but few understand how to restomod thoroughly and

Facing page
A 964 Carrera RS in Rubystone Red is one of Editor Furr's favourite 911s, but Ninemeister's 9m division has modified the Rennsport recipe to make an even better sports car for modern-day driving

sympathetically. Even fewer strive for perfection. If the latter is what you're looking for (and why wouldn't you?), independent Porsche maintenance and restoration house, Ninemeister, should be on your hitlist. The Warrington-based company's tuning and restoration arm, 9m, has delivered several bespoke 911s of late. While all have been air-cooled cars, including a 993 GT2 interpretation featured on the cover of the April 2025 issue of *911 & Porsche World*, each has been tuned to exacting requirements, resulting in improvements over original Porsche specification, whilst remaining sympathetic to the manufacturer's original design and intention.

Pulling this off is a delicate balancing act, but when it comes to 911s, Ninemeister founder, Colin Belton, has an encyclopaedic knowledge of all things mechanical and engineering, having been fully immersed in their workings for than three decades.
In the case of a 964, the 9m team's combination of a complete nut-and-bolt rebuild and an objective to hone the purpose of the car results in what the RS should arguably have always been. This is an important point. Let's not forget, the 964 Carrera RS has only relatively recently become a desired 911, but continues to lack the affectionate following of the Carrera RS 2.7, or even the later 993 Carrera RS. Perhaps it's the lack of fixed rear wing?

Let's face it, the 964 RS came at an awkward time for Porsche, when the brand was battling economic uncertainty and challenges from within. The 964 RS was ahead of its time, delivering trackday capabilities in a road-legal package long before road-going track cars were mainstay. It's not a stretch to say the RS was misunderstood and misplaced in period. The passage of time, however, has been forgiving, with RS values rising almost ten-fold between the mid-2000s and today. The 964 now sits in a wonderful spot between classic 911 size and feel, without the rudimentary torsion bar suspension of old — the 964 introduced a full coilover setup, improving predictability and stability. Little wonder so many 964s are used as a base for backdating and modification.

The owner of our star car is Hong Kong-based Adrian Ma. He's long been a fan of the 964. His brief to 9m was

Above A customer commission, the 9m64RS has been built with Hong Kong's import restrictions in mind

Below Impressive for its time, the 964's automatically extending rear wing was carried over to subsequent 911s

TIME MACHINE

Imagine if... you could take all of the performance we now expect from modern sports cars then go back in time and apply it to your favourite classic 911, well, that's precisely what we do. ***9m*** Cars are; *faster, more responsive, safer, tougher, a joy to live with* and most importantly, as original as the classics on which they are based.

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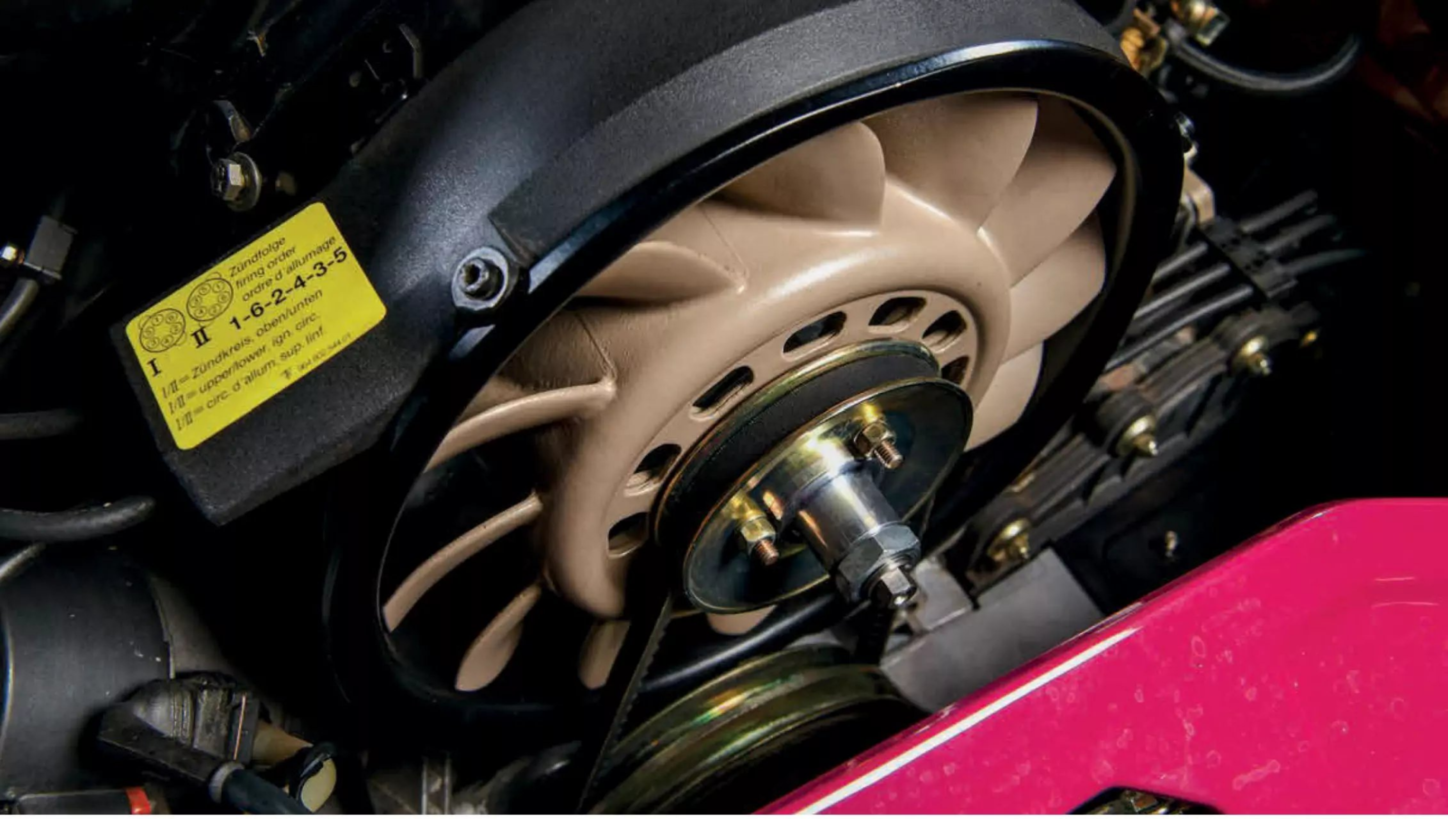
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I
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I/II = Zündkreis, oben/unten
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I/II = circ. d'allum. sup./inf.

Above Engine internals have been upgraded with 993 parts, working with an ECU remap to realise 305bhp

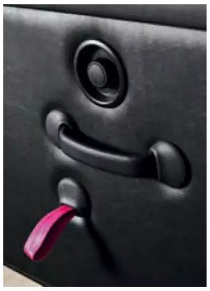
to build an RS replica to the highest standards, but configured to his exacting specification, such as right-hand drive and with no sunroof. Try finding a genuine 964 RS in this form and the conversation will soon turn to how to build one yourself.

The ideal starting point for a build of this nature is an accident-free Carrera 2. In this case, the donor was a Polar Silver example with a black interior. It was previously owned by enthusiast, Ray Stobbs, who meticulously maintained the car, undertaking a bare metal respray and engine rebuild in the early 2010s. He also added Cup wheels, door mirrors and bumper intakes.

Ray was an active member of Porsche Club Great Britain, attending events in his local Lake District stomping ground. During his ownership, the car was worthy enough to be loaned to Porsche Cars Great Britain for display at the launch of the 991-generation 911 at Silverstone and to celebrate fifty years of the 911 at Goodwood. Sadly, Ray passed away in January 2016. Ownership switched to his widow, Lynn. She used the car for several club events throughout the following spring and summer, before blessing Adrian custodianship by passing title in October 2016, by which time the odometer displayed 160,000 miles.

From the get-go, Adrian's intention was to own a personalised 964 RS evocation. This build was completed in two main stages over half a decade, starting with the engine in late 2016, before the rebuild of all other areas thereafter. Being based in Hong Kong, he wanted to extract the best from the parameters of the standard engine in order to avoid any import restrictions. Ask Colin, and he'll tell you the way to improve on a 964 RS flat-six is to apply the weight-saving philosophy across internal engine components, resulting in a low-inertia, low-friction powerplant, while retaining genuine Porsche parts. This approach saw the installation of a 993 crank with matching connecting rods and pistons, reducing the reciprocating weight of components by more than a kilogram. This might not sound much, but try lifting a bag of sugar up and down 6,100 times a minute. You'll probably want to lie down.

The ECU was remapped by fuelling and ignition specialist, Wayne Schofield at Chipwizards, who was able to extract a peachy and flexible 305bhp. A punchy flat-six by any measure. The rest of the build was turned to in 2019 (after completion of a 993 Adrian asked Ninemeister to personalise for him). As you'd expect, any thorough restoration needs a strip-down to its shell, chiefly



NINEMEISTER

Above Rather than make use of three-decade old buckets with unproven history, Ninemeister commissioned Reverie to create carbon-fibre copies meeting FIA approval

Right Appointment of TracTive ACE semi-active dampers is evident from the inclusion of a digital touchscreen control interface embedded in the centre console

to tackle corrosion. In this case, while the donor 964 was a solid car, rust had begun to make itself known on the inner wings. Stripping the donor car back to bare metal is also necessary to allow for seam welding. On this note, to create the stiffer RS shell, Porsche used strategic and localised seam welds on the Carrera 2 chassis. 9m goes further, adding reinforcements on the bulkhead, where stress marks can occur.

A complete strip-down also allowed 9m to replace the original sunroof for a non-sunroof panel. To eliminate any stubborn corrosion, the body was dipped by Surface Processing in Dudley and treated to an electrophoretic coating. Back at Ninemeister, the bare surface underwent a twenty-stage preparation and paint process. All panels are painted with Glasurit products in Rubystone Red, with the underside as shiny as the bodywork, contrasting the finish of an original 964 RS chassis, which only received a dusting of paint. The result is exceptional. The bodywork dazzles, drawing me in with its pin-sharp lines, making me want to unearth more about the final product, now affectionately known as 9m64RS.

WRAPPED IN A SMALL PACKAGE, THE THEATRICAL GRUNT ABOVE 4,000RPM MAKES THIS 911 AS CHARMING AS A SPIRITED SHETLAND PONY

In all, 9m dedicated more than 1,500 hours to the project. Even just spending a few minutes with the car reveals an extraordinary level of detail extending across every facet of the build. In many ways, the quality of the work reveals itself below the surface. The wiring loom, for example, has been stripped and modified in-house to remove any redundant cabling, such as for a sunroof and rear wiper, while RS cut-off switches are added. This makes the entire wiring system bespoke to the car, yet is something you'll never see.

There really isn't much to gawp at inside the cabin, but everything I can touch and feel is beautifully finished. The interior specification is Lightweight, giving the cockpit a sense of singular purpose. Carrera RS carpets are attached directly to the floor without deadening, there's no way to play music and window ventilation requires manual effort. The bucket seats dominate. They're trimmed in correct triple-magenta RS colours, except these are not an original Porsche seat. Even if RS seats could be sourced, a thirty-year-old, second-hand item could have been compromised in an accident. Rather than take any risk, this build established 9m's relationship with Essex-based autoclave-carbon specialist, Reverie, a company commissioned to develop a Carrera RS seat manufactured in carbon-fibre and meeting FIA approval. The finished seats are mounted to 9m's in-house-made billet side brackets.

The interior has everything you need, nothing more. The five VDO gauges behind the steering wheel are just about the clearest dials I've ever seen. This is especially true of the tachometer dead ahead, complete with 9m script, a reminder this has been a nut-and-bolt build. The cabin is tiny, yet not claustrophobic. There's a huge amount of glass, but the dash is shallow and the windscreen feels almost bolt upright. The passenger door handle isn't much of a stretch away from where I'm sitting.

Looking around, there's no hiding the 911's 1960s origins. There's just about every single size and shape of button imaginable. Quite impressive, given there are ultimately so few installed. Some need to be pushed, some pulled, some slide, some rock and some twist. The random layout is like a Rubik's Cube which hasn't been solved, but as is the case with a Rubik's Cube, I know I can

prod these switches all day and none will break.

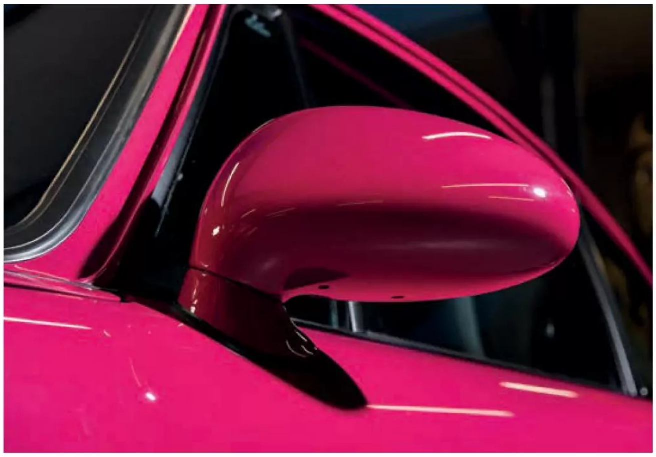
This is classic 911. Start the engine, and more feeds through to devour the senses with a gravelly idle. The thrumming mechanical beat cuts through the oddity of feeling experienced through my feet. You see, the pedals are floor-mounted, which is great to boast about to your mates down the pub, but in reality, there's an unnatural travel to pedal movement, not helped by a girthy weight. It's an immediate throwback for anyone who has experienced seat time in an original Volkswagen Beetle.

Any thoughts of VW heritage are dispelled when the flat-six breathes through an exhaust free of catalytic converters. The engine revs freely against its single-mass flywheel, which is fortunate because like most old-school normally aspirated engines, this particular flat-six does its best work at the top of the rev range. Indeed, wrapped in a small package, the theatrical grunt above 4,000rpm makes this 911 as charming as a spirited Shetland pony. Like riding a pony, it feels alive, especially when howling at maximum output.

The gearing certainly sets this 964 apart from a standard Carrera 2. The transmission has been rebuilt using all the appropriate RS gears, including relatively short ratios, save for a tall first, which allows for a more 'active' feel, providing better traction off the line and making the car usable in tight corners. Front brakes from a Turbo and Carrera Cup calipers at the rear are as per a genuine RS, making light work of slowing down to first gear. There are subtle differences over an RS, though. This 9m car runs a four-channel ABS system, with the chassis modified to accommodate a larger servo and master cylinder lifted from the 993 RS. The advantage over the standard 964's three-channel system is found art the track, where the driver is better able to modulate turn-in under braking, making it much easier to get the car oscillating at the sweet spot between understeer and oversteer.

Managing a 964 Carrera RS has long been a gripe. In period, this model was shamed for unforgiving ride quality, having been tuned for the smoothest of German asphalt. It is, perhaps, not so much the harshness, but the lack of control as the car bumbles along,

Above It might be badged Carrera RS, but this 964 is so much more than the factory Rennsport



Above Every inch of the car is immaculate, as we've come to expect from the 9m team's work

wanting to take its own course on rutted roads like an excited toddler on a mission. There are three important changes which overcome the RS's Achilles heel, all of them setting this build apart by moving the dial in the RS's handling capabilities. For starters, the steering is a defining aspect of any 911. This is especially true of the 964, where left-hand drive models are the last 911 to feature an unassisted rack. Parking speed can be awkward and the steering can feel a bit laden in tight corners. Moreover, managing the rear end can be a workout, but on the move, the RS is measured and delicate.

Porsche didn't make a manual rack for right-hand drive 964s, meaning the 9m64RS features power assistance, albeit honed by the 9m team. Ordinarily, a stock power-assisted steering pump drains power from the engine, dulling its response. Instead, this car is fitted with an electro-hydraulic pump from a GT3 Cup car boasting speed-related assistance. This best-of-both worlds approach means the 9m64RS is light around town, but weights up at speed.

The second fix concerns rubber. Keeping the 9m64RS glued to the road are Michelin Pilot Sport tyres, surpassing the grip of black circles available in the 1990s. The chassis is pinned by Carrera RS suspension supporting components throughout, combined with later 993 RS uprights adjusted to ensure seventeen-inch replica RS rims fill the wheel arches. The alloys came with the car, and there's a good reason why Colin hasn't switched to genuine magnesium wheels. "A magnesium wheel more than thirty years old is not something to be thrashing around on — they harden and degrade over time". Point taken.

Thirdly, TracTive semi-automatic adaptive suspension improves the 964's road manners no-end, moving away from non-adjustable dampers found on an original RS. TracTive is distributed in the UK by 64 Tailored Performance. The system features switchable damping rates, controlled by an optional touchscreen neatly integrated to this car's centre console.

Damping can be tailored to your preferences for roll and pitch, depending how heroic you're feeling and how potholed the roads are. Importantly, g-sensors (combined with algorithms developed from decades of testing) gives each damper autonomy to respond to road conditions in as little as six milliseconds. To say this is a game-changer for the 911 is an understatement — it allows the car to breathe with the road, giving the benefit of both greater control and comfort. What this setup does for the 964 RS, once criticised as being too single-minded in its track bias, is expand its breadth of capabilities. Carrera RSs have a history of punching above their weight, but the 9m964RS turns the dial up further. It's more communicative, more responsive and more enjoyable more of the time.

Notwithstanding GT3 RSs, the 964 Carrera RS remains the cheapest 911 wearing the Rennsport badge. When it comes to building your own, though, you'll need to invest more than just money. Adrian's dedication and 9m's vision have refined the RS recipe, resulting in a track car exploitable on the road and closer to perfection than Weissach achieved in period. Forget originality — the best 911s are those moulded to their owner. In this sense, the 9m64RS unquestionably triumphs as a dream drive and the perfect candidate for your next Porsche. All you need to do is ask Colin to build it. ●

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THE FINNISH LINE

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Hidden deep in the forests of west Finland lies Carrera Classic, a Porsche restoration specialist with a penchant for short-wheelbase 911s...

Words **Dan Furr** Photography **Chris Wallbank**

Our new *Air-Cooled Restomods* title showcases a stunning black 964 Carrera 2 backdate authored by Finnish air-cooled Porsche restoration and sales business, Carrera Classic. Powered by a 3.8-litre flat-six and borrowing styling cues from the F-series range of 911s, this wide-arched road rocket is the first of the company's signature builds (another is in progress) and follows a series of concours-quality restorations spanning a decade. As we outline in the article documenting the black beauty's design, development and subsequent build, Finland isn't the first country springing to mind when thinking of Porsche restoration hotspots, but while this Nordic domain's 911 ownership headcount is low, it's also incredibly dedicated.

Not that Carrera Classic serves only Porschephiles in its homeland — the extraordinarily high standard of work invested in every Carrera Classic restoration has earned the company a far-reaching reputation for quality without compromise, resulting in satisfied clients all over the world. The business is located a stone's throw from Vaasa, a city an hour's flight south of Helsinki and serving as the regional capital of Ostrobothnia. Vaasa's position on the west coast of Finland facilitates a short boat ride from the east coast of Sweden, which goes some way to explaining the curious bilingual nature of the region. Specifically, Vaasa counts Finnish *and* Swedish as its official languages, evidenced by road signs offering place names and words in both dialects, although it would be churlish of us not to recognise Finland being caught in the middle (literally) of war for territory between Sweden and Russia in past times, conflict resulting in Vaasa switching from one ruler to the other.

Carrera Classic was founded by the husband-and-wife team of Jussi and Raili Itävuori. "I'm Vaasa born, bred and educated," Jussi smiles. Raili is from the north of Finland, but as a youth, travelled south to study at Vaasa's respected business school, which is where she met Jussi. "My father was

Above Jan, Jussi and Raili pictured in their natural habitat, surrounded by recently completed Carrera Classic restorations a military test pilot flying Junkers Ju 88 twin-engined combat aircraft for the Finnish air force back in the 1930s and 1940s,” he reveals. Like father, like son — Jussi also became a pilot during his military service. By the early 1960s, Finland became an associate member of the European Free Trade Association (EFTA), an intergovernmental organisation promoting free trade and economic integration between its member countries. In practice, this meant relaxing of import restrictions and reduction of customs duties, which when combined with vehicle ferries beginning to operate in the Baltic Sea, saw Finland’s car sales industry pick up in dramatic fashion. Itävuori the Elder saw an opportunity to monetise this turn of events and promptly established a Volkswagen dealership.

“Predictably, I joined the business, first as a trainee in the parts department, then as an assistant to the mechanics,” Jussi recalls. “I was studying at Vaasa’s business school alongside Raili, but my time at the family garage saw me become fluent in the workings of air-cooled Volkswagens, including how to dismantle and rebuild Beetles. My only connection to Porsche was the fact the marque’s Finnish importer was Antti Aarnio-Wihuri, an influential endurance racing driver and team principal who campaigned Porsche prototypes, such as the 904 and 908. Wihuri supplied the country’s Beetles, many of which ended up in my father’s dealership. That said, I remember sitting in a 912 on display in the showroom, but as far as I remember, this was my last contact with Porsche for decades.”

Fast-forward many years and Jussi was serving as Head of Human Resources (“hiring and firing”) for Kone, a Helsinki-headquartered elevator engineering company employing more than sixty thousand personnel across sixty countries. Raili, meanwhile, had entered the financial services industry and secured employment at a bank in London. “I spent nineteen years with Kone,” Jussi reminisces. “My work took me all over the world, meaning relocating to London with Raili wasn’t a problem, providing I was able to travel back to Helsinki every Monday. I became a member of Kone’s board of directors, but at the turn of the century, I was recruited to the position of Head of Human Resources for the European Aeronautic Space and Defence Company, parent of Airbus, the world’s largest manufacturer of airliners. I was appointed to the company’s executive committee and remained with the firm for twelve years.”

Raili’s career in the banking sector went from strength to strength, but when organisational changes at EADS afforded Jussi the opportunity to take early retirement, the pair decided to indulge their respective entrepreneurial spirits and establish Carrera Classic as a first-class restorer of air-cooled Porsches. “Raili is a collector and investor, mainly in the art world. I love classic Porsches, and we were both enamoured with the idea of restoring neglected cars, which obviously present an investment opportunity. Our two interests met and we decided to start a ‘commercial collection’, meaning we would manage no-expense-spared restorations of historic Porsches for our own enjoyment, but on the understanding all finished cars are available for purchase

WORK HAD SEEN THE ITÄVUORIS LIVE IN LOCATIONS ACROSS THE UK AND MAINLAND EUROPE, BUT VAASA WAS CALLING

Below Exploring the purpose-built Carrera Classics workshops on the southwest coast of Finland

Bottom right Custom 964 backdate stars in our new *Air-Cooled Restomods* bookazine

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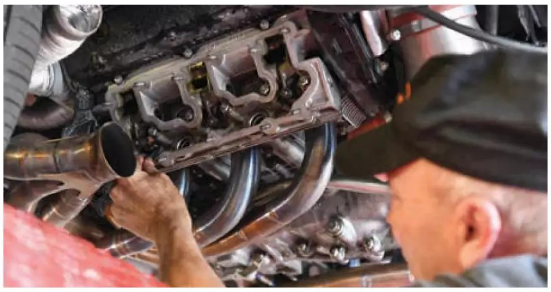

PORSCHE
PARKING
ONLY

Above Each of the site's many workshops play host not only to air-cooled Porsches, but also the many parts Jussi has accumulated, either in readiness for use, or through acquisition of various cars

by third-parties.” And so, the business was born.

Work had seen the Itävuoris live in various locations across the UK and mainland Europe, but Vaasa was calling. “I knew we’d return home,” Jussi confirms. “Besides, we realised we needed premises to accommodate a high number of vehicles, including restorations in progress, which demand a lot of space. Securing land and building somewhere suitable near our house in London would have proved prohibitively expensive, hence our decision to return to Finland and create workshops on an available site hidden deep in forest woodland, not far from where my father established our family home many years ago.”

THE HEART OF THE COMPANY’S FOCUS IS SHORT-WHEELBASE 911s, BUT MORE WIDELY, 911s NO NEWER THAN F-SERIES CARS

Originally, the idea was to establish Carrera Classic as something of a ‘virtual’ business, as has proved fashionable among Porsche restorers and series restomodders in recent years. In other words, to finance restorations, but to oversee them from the perspective of project management, with all work carried out by a carefully selected contingent of subcontractors. “It was too instructional,” Jussi sighs. “I came to Carrera Classic from the aerospace industry, where project management and tight schedules are a part of everyday business, but it’s very difficult to keep control of schedules when you’re dealing with subcontractors in the restoration game, especially when they’re spread across various countries. Quickly, Raili and I realised we needed to exercise more control over the work, which is why we employed a talented mechanic known to us as an expert in the workings of air-cooled Porsches. We effectively became restorers, rather than project managers.”

During their erection, the Carrera Classic workshops expanded after Jussi visited a former colleague in charge of a collection of Ferraris. “I was considering six 911s stationed side-by-side, but my friend’s Ferrari garage made use of lift storage. I immediately called my contractors and told them to put my building’s roof more than a metre higher in order to effectively accommodate cars on two levels.” The finished compound incorporates a building able to accommodate eight Porsches (four on the floor, four in the air), another comprising a four-post ramp and space for six Porsches, a substantial standalone servicing and maintenance workshop with plenty of room for multiple vehicles, an engine build and vehicle assembly workshop, offices, a kitchen, a shower room and plenty of undercover outside space to house restorations in waiting. There’s even a mini test track, introduced for shakedown of finished builds. Off-site, the Itävuoris make use of a warehouse playing host to another dozen or so cars, all of them acquired for the purposes of restoration.

“The scale of the operation Raili and I had in mind meant we wouldn’t be working with a small number of cars. That said, it’s important to acknowledge the fact we are primarily building these Porsches for ourselves. The idea is to secure ownership of a car, restore it to the highest of standards, meaning no compromise on quality, no compromise on cost. We keep and enjoy these vehicles for a while, ensure they are operating completely without fault,

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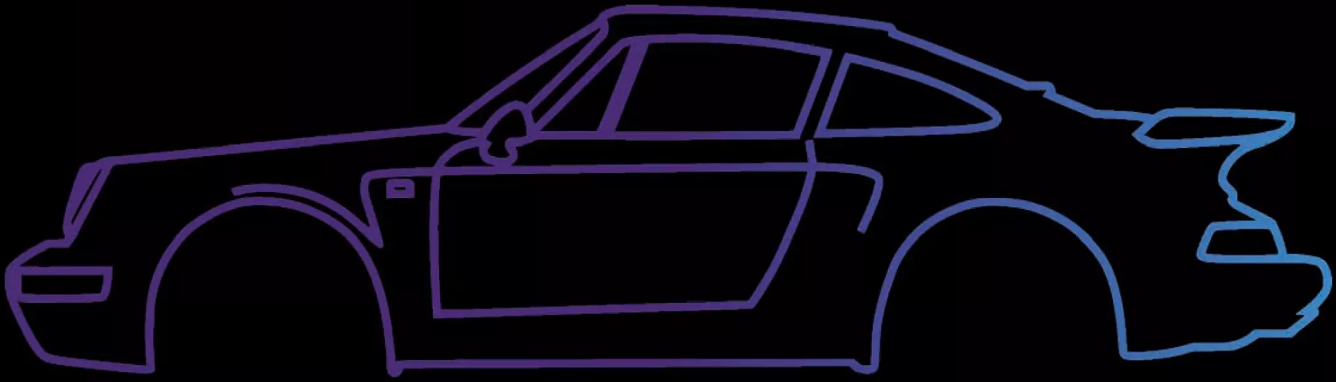

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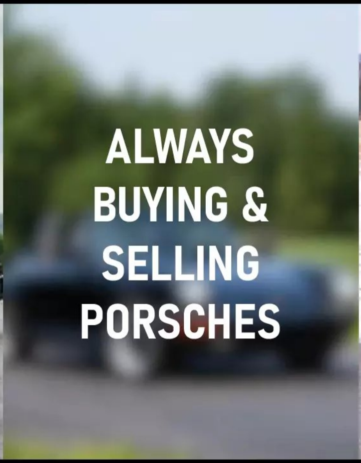

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Above Customer cars, such as this 964 Carrera 2 Targa, have become a regular fixture of the company workshops

then pass them into new ownership, completely confident the buyer will have nothing but enjoyment from their chosen Porsche."

Clearly, this not a traditional restoration business, where budgets are determined by clients and the focus is on profit. "Our focus is passion, not profit," Jussi stresses. "The margins in our business are very tight, not helped by the continually increasing cost of restoring old Porsches, but the Carrera Classic approach is straightforward: do it right, do it properly, don't cut corners, as if we are keeping the cars for our own enjoyment." It's an unorthodox approach in the restoration game, but is obviously of huge benefit to buyers of the cars Jussi and Raili restore, often from derelict shells.

The first Porsche this dynamic duo resurrected was a tired 1969 911 S finished in zesty Tangerine. "To date, we've fully restored ten or more old Porsches, although if you include light restorations, more than twenty have passed through our hands." The most challenging of this quota? "The Tangerine 911," Jussi says, without hesitation. "It was in much worse condition that we were led to believe. The 964 backdate was also a challenge, primarily because it was the first custom backdate we've produced, whereas all our other builds follow standard specification, save for minor modification here and there. Even so, restoration of the 964 was thoroughly enjoyable and its owner is very happy with the finished product."

Generally, the Carrera Classic restoration process involves full dismantling of a car, followed by glass-bead blasting to bare metal and full body restoration, including protective primers. The Itävuoris are savvy enough to leave certain jobs to professionals in their respective fields — interior trimming, for example, or rebuilding of specific engines, such as the 'Fuhrmann' Type 547 four-cam flat-four — but the days of outsourcing all aspects of restoration are long gone, which is why we are met with many in-progress builds cosying up to finished restorations after we touch down in Vaasa.

The cars greeting us are the aforementioned black 964 backdate, a Gonda Green 911 E 2.2, a 356 Carrera 2 GS, a 1967 912 rally car and not one, but *four* short-wheelbase two-litre 911s. A second manual 964 Carrera 2 waits patiently for its transformation into a custom Carrera Classics build, while a dismantled 912 is in the process of being turned into a 911 R replica. Probably. "I haven't made up my mind," Jussi grins. "I like the idea of building an R, but there's much one can do with a restored 912 chassis. It'll end up a hot rod one way or another,

WITH THE AID OF PROFESSIONAL DRIVER COACHING, JUSSI HAS SPENT THREE SEASONS COMPETING IN HISTORICS

65
FLAMMABLE LIQUID

Above At any one time, Jussi counts the best part of a dozen cars either in build or in the queue to be restored

but at this stage, I'm not entirely sure on final specification." As intimated, all cars are available to purchase by interested parties. All will be showcased in forthcoming issues of this magazine.

As we walk from workshop to workshop, we spot yet another 911 in the process of restoration and, while we are taking photographs and indulging in the latest in a series of lunches Raili has lovingly prepared for us, a customer's 964 Carrera 2 Targa arrives for a spot of TLC. "When dealing only in restorations, there's always the danger market fluctuations determine you're sitting on a stockpile of finished cars, albeit temporarily. With this in mind, and considering our vast knowledge of 356s and air-cooled 911s, not to mention the lack of independent Porsche garages in Finland, we've opened our workshops to owners of classic Porsches in this country." Indeed, if you're the owner of an air-cooled classic in need of big repair work, the Itävuoris are keen to hear from you.

Not that they consider Carrera Classic a car company. "This side of the business is concerned with *people*," Jussi continues. "We've been asked to complete restorations started by enthusiasts who have since passed away. Their families want these projects seen through to their completion and we're perfectly placed to assist. In this respect alone, this is a great business to be in — we can help not only with the physical aspect of restoration, but also the sentimental side of a build."

As the collection of cars we witness highlights, the heart of the company's focus is short-wheelbase 911s, but more widely, 911s no newer than F-series, although there are occasional exceptions to the rule, not limited to the Carrera 2.7 MFI previously restored by Carrera Classic. 356s are also an increasingly prominent feature of the collection — in addition to the previously mentioned Carrera 2 GS, the Itävuoris are currently applying the finishing touches to a stunning Pre-A Cabriolet. Other in-build cars include a 1967 911 S Targa, and Jussi is keen to promote the fact Carrera Classic has oodles of experience with the 964 and 993 platforms. "We were fortunate enough to be in possession of a super-rare 964 Carrera 4 Leichtbau, which commanded the attention of legendary factory racing driver and former motorsport department chief, Jürgen Barth, who visited us to inspect and drive the car for one of many magazine articles our restorations have featured in. We've also owned RS-badged 964s, as well as other M64-powered 911s. We love these cars and have ensured all are finished to showroom standards." This is a colossal understatement — Carrera Classic builds are finished to concours condition, the consequence of the Itävuoris setting no financial limit on the cost of each car's restoration. This is

Above 912 is being transformed into a hot rod, with Jussi leaning toward turning the car into a 911 R replica

work undertaken for passion, not profit, remember?!

Of the many short-wheelbase 911s in attendance, Jussi saves most enthusiasm for his Signal Red race car. It becomes quickly apparent he'll be keeping this Porsche for the long term. "It was a full circuit racer, and was put to good use in the heat of battle across a sixteen-year period, but suffered from infrequent oil changes and poor overall mechanical maintenance. For this reason, it was sold to Raili and I at a bargain price. I decided it might be fun to fix the car, use it at our local race track and then carry out full restoration to original factory specification. One day, however, as the car was riding high on our four-post ramp, I was struck by the fact we were about to improve the condition of what had been a seriously competitive race car, and yet we weren't going racing. There and then, at the ripe old age of sixty-two and with no prior motorsport experience, I decided to become a racing driver."

A bold move, but as the man himself explains, "I simply wanted to prove to myself I could do it. I gave myself three years and the target of competing at Spa. With Raili's support, not only emotionally and financially, but also hands-on in the pit lane, I invested a huge amount of time and energy in circuit racing, although I should point out, I didn't harbour hope of winning races. I simply wanted to witness continuous improvement and be competitive. In this regard, I was competing against myself."

TWO MAJOR RESTORATIONS CARRIED OUT EACH YEAR, PLUS MANY MINOR WORKS AND DEMAND FOR VEHICLE MODERNISATION

Wind the clocks forward and, with the aid of professional driver coaching, Jussi has spent three seasons competing in historics, chiefly the celebrated Peter Auto 2.0 Cup. This followed his racing debut, the 2021 Spa 6 Hours. "I jumped in at the deep end," he chortles. "I admit, I was naïve and didn't really know what to expect. These competitions are often campaigned by teams with an army of technicians, data gatherers, spotters, palatial motorhomes, a seemingly endless stream of well-heeled sponsors. The Carrera Classic effort more or less amounts to me, Raili and our chief mechanic, Jan, jumping in my tow car and hauling the car across Europe on a trailer." Jussi is keen for us to highlight the fact he shares driving duties with seasoned motorsport men, but even so, his achievements haven't gone unnoticed, demonstrated by an invitation to drive at the Le Mans Classic. "From nought to Spa in three years sounded crazy to most people I spoke to, but to get to drive at the Le Mans Classic in five? I wouldn't have dared dream of such a feat." Suffice to say, Carrera Classic has become a respected addition to the 2.0 Cup line-up, as well as Peter Auto's Sixties Endurance series.

Back to base. With two major restorations carried out each year, plus minor works and demand for vehicle modernisation, Carrera Classic shows no signs of slowing. "We are very proud of all our restorations," Jussi says, before saying he's more than happy for them to undergo scrutiny by any of Europe's top Porsche specialists. "Our work is of the highest quality and executed without compromise. Where we employ the services of subcontractors, we use only the best specialists in their field." We can't wait to see what emerges from these hidden workshops next. ●

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A beautiful example that started life in 1987 as a UK RHD supplied, white 3.2 G50 Sport. In 2022, the transformation into its current guise commenced with the work being carried out by reputable brand specialists, 911 Retro Works Ltd. The car was totally stripped with many of the major body panels being replaced to create the classic 'long bonnet' look and repainted in Gulf Blue. The engine, gearbox and running components were totally rebuilt, along with things such as the brake calipers being resealed and refurbished. Performance has been modestly enhanced with a sports exhaust and individual throttle body kit with bespoke engine mapping. The spectacular interior is complete with unique twin tone woven leather seats and door cards in tan, bespoke carpets, vents and gear lever. The car also has a sunroof, modern air conditioning system, electric windows and a classic DAB/Bluetooth stereo with Audison speakers. The car has had 8 owners from new and has covered 1,131 miles since the transformation.

PORSCHE 356 B COUPE SUPER 90 £139,995

Originally supplied new by Rossel Germany, this 1962 Porsche 356 B Super 90 Coupe found its way to the USA, before returning to Europe. This beautiful car is more than skin deep, thanks to the owner's engineering background. The car was a ground up restoration, and the company entrusted to carry out the work, is known for its detailed process, being a revered historic formula one race car specialist. The car has covered less than 1000 careful miles since restoration, to ensure that all components have bedded in and the rebuilt engine has been gently run-in. The car is finished in a wonderful period silver grey with a high-grade olive-green leather interior. The file detailing the rebuild is detailed and is broken down into virtually every component, including its forged pistons, with new liners, giving a nice capacity increase of 90cc, for more torque and better response. The engine keeps its original camshafts and twin Solex carburetors, so power is around 90BHP, but the car is light (900KG) and therefore the car is propelled along with a nice amount of verve. Besides the paper provenance there is a detailed electronic photographic account, covering every aspect of this comprehensive restoration.

PORSCHE 911 991.1 CARRERA GTS £69,995

An immaculately presented 2014 Porsche 911 991.1 GTS. Finished in a stealthy combination of Jet back metallic paint, over satin black 20" Turbo S center lock wheels, and black interior, with only the large red brake calipers drawing your eye. A comprehensive specification that covers all the 'must have' options such as Sports Chrono Package, sport steering wheel, and BOSE surround sound to name just a few. Accompanied by full Porsche main dealer service history, and benefitting from 12 months extended Porsche warranty, the next owner can rest assured that the maintenance of this car has been second to none.
Last service completed on the 3rd March 2025. The car has covered 34,400 miles.

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STRUT YOUR STUFF

In this step-by-step guide, we show you how to replace the rear dampers and springs on your 987 Boxster or Cayman using a selection of DIY-friendly tools...

Words and photography **Peter Rosenthal**

Through age and mileage, all sports cars reach a point where they'll need a refresh of suspension components. After a damper failed on our 2010 987 Cayman S, it was time to apply an upgrade by way of Cayman R springs and Bilstein B8 dampers equipped with Porsche Active Suspension Management (PASM) functionality. Also on the shopping list were new wishbones and bushes.

All items were sourced via independent Porsche parts retailer, Design 911 (visit *design911.co.uk*). DIY installation can be challenging on account of the likelihood of encountering seized bolts, which is why it is a good idea to have access to an air hammer, as well as an impact wrench, various cutting tools, a hub puller and a spring compressor. Start by jacking the car up under the rear subframe supports and place your axle stands on the sill jacking points. Chock the front wheels.

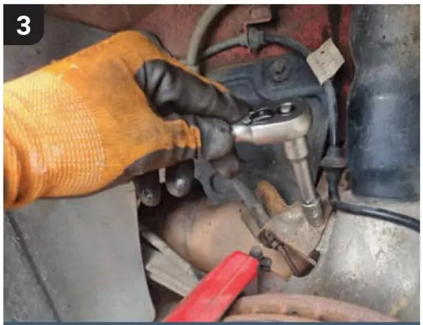
1

You will need a 10mm, 13mm, 16mm, 17m and 19mm sockets and a half-inch impact driver, an 18mm impact socket, a 21mm thorough socket, T20 T30, T40 and T55 torx bits, half-inch extension bars, 10mm, 17mm, 18mm, 19mm, 21mm and 22mm spanners, an open ended 17mm spanner, a 6mm Allen key, molegrips, water pump pliers, a drill and a wire wheel.

2

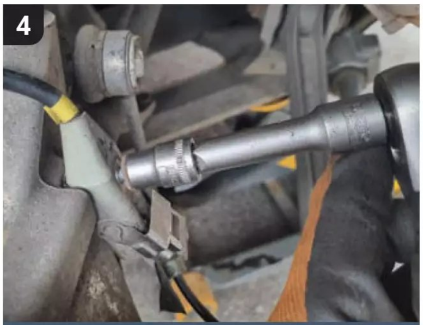
The driveshafts need to be partially removed to free the strut. You can either remove the fixings at the gearbox end or remove the 32mm hub nut. If choosing the latter, you'll need an impact gun, a hub puller and the use of a torque wrench allowing 460Nm (340lb-ft). Few people have one of this capacity – at project end, ask a local garage to tighten the hub nut.

3



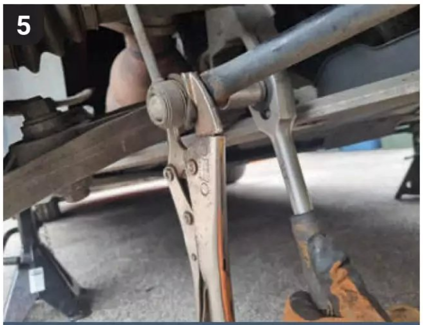
Remove the 10mm screw holding the brake hose to the wheel bearing housing. This will free up the mounting plate.

4



Lift the metal securing tag and unplug the ABS sensor wiring and brake pad wear indicator plugs from the loom connector. Unfasten the 10mm screw securing it to the wheel bearing housing.

5



The lower anti-roll bar droplinks need to be removed. The upper section of these parts hold the strut in place (and usually seize) meaning they will need replacing. A 16mm socket is required.

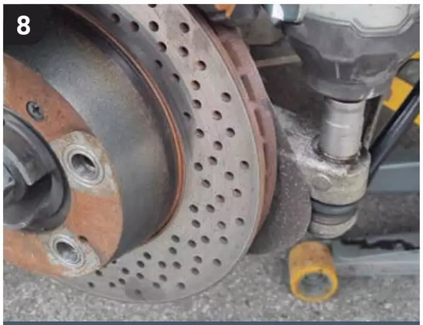
6

If the parts are indeed seized, simply cut them off using a thin disc in an angle grinder.

7

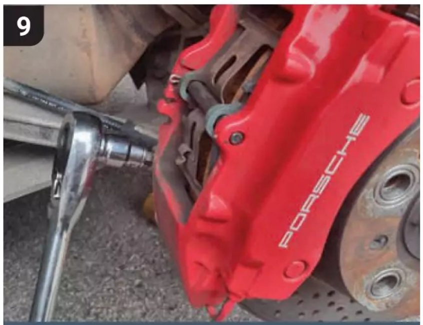
In this case, one side came free and the other lower fixing was seized and had to be chopped off.

8



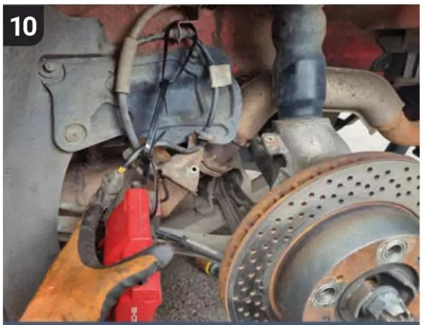
The upper control adjustment arm (offering toe adjustment) needs to come off. It will probably be seized in its housing – you will be able to buzz off the outer 18mm ball joint nut with an impact gun.

9



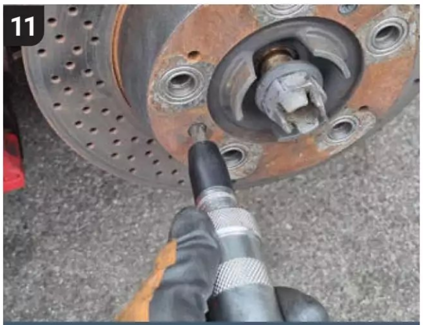
Remove the brake caliper bolts with a T55 Torx fitting in a half-inch ratchet driver.

10



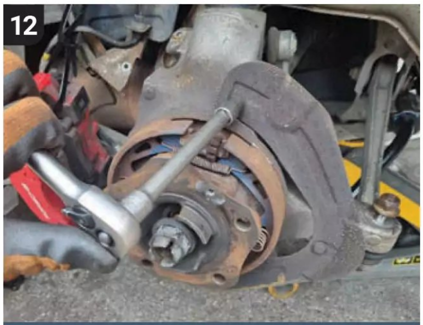
Secure the brake caliper to an inner wheel arch bracket with cable ties, thereby preventing it from pulling on the brake hose.

11



Use an impact driver to remove the two crosshead screws securing the rear brake disc to the hub.

12

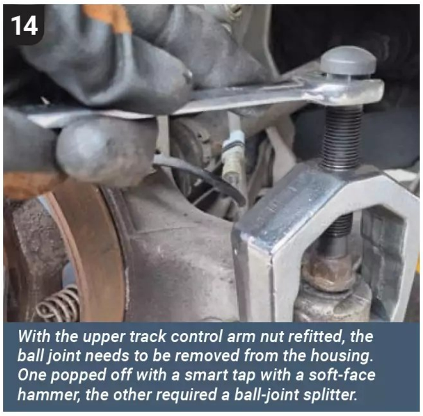


To gain better access to the lower wishbone ball joint, this splash guards needs to be removed. It is secured to the wheel bearing housing with three 10mm M6 screws.

13

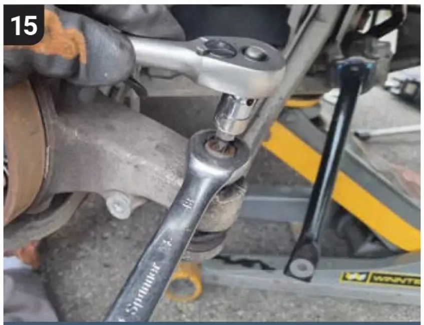
It's hard to see what this plate actually does – it's not much of a splashguard!

14



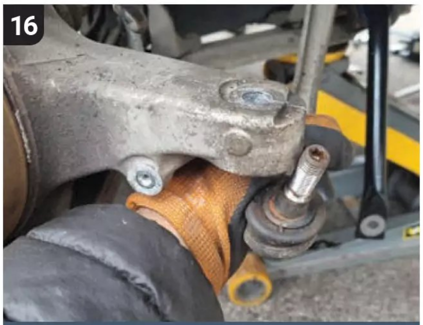
With the upper track control arm nut refitted, the ball joint needs to be removed from the housing. One popped off with a smart tap with a soft-face hammer, the other required a ball-joint splitter.

15



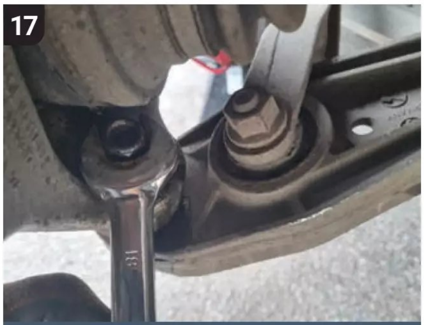
Once the joint has been cracked free, the nut can be fully removed with a T40 Torx bit and an 18mm spanner.

16



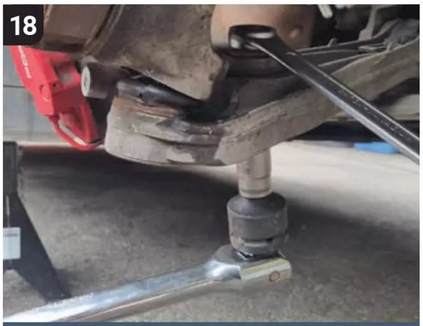
Pull the rear control arm down and out of the way. This is a good time to replace the part, which costs around £140 for two OEM-quality Meyle replacements (or £186 per side from Porsche).

17



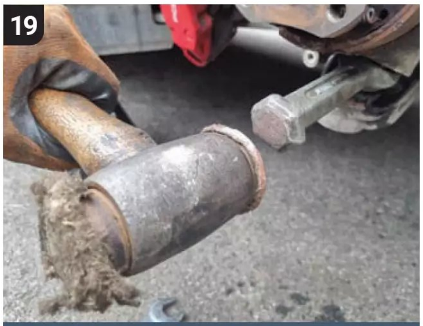
Next, the 18mm nut securing the lower wishbone arm to the wheel bearing carrier needs to be removed. These can be stiff. There isn't the room for a socket — you may need a long 18mm spanner.

18



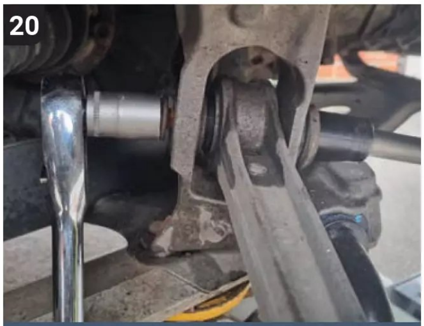
Using a 21mm spanner and an 18mm socket in a breaker bar, loosen the lower track control arm to wishbone fixing. If it seizes, both the track control arm and wishbone will need replacing.

19



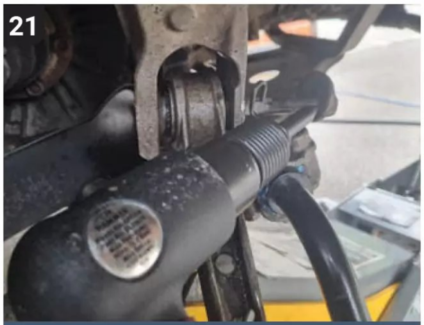
Use a pickle fork to release the lower wishbone ball joint. There's no way of doing this without damaging the rubber housing — it's wise to replace the lower wishbone every time you fit new rear dampers.

20



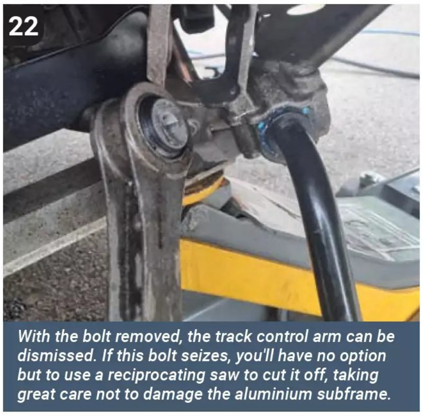
Remove the toe-adjustment bolt securing the inner end of the upper track control arm using 16mm and 18mm sockets. An impact gun was useful here — the bolts have a tendency of seizing in place.

21



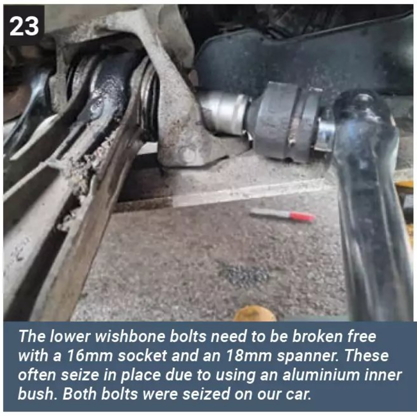
Once the bolt started moving with the impact gun, an air hammer was used to help with release — the bolt was very stiff.

22



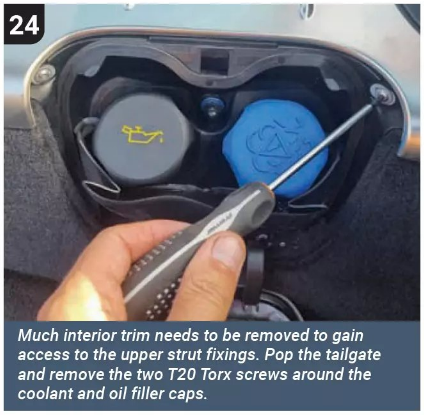
With the bolt removed, the track control arm can be dismissed. If this bolt seizes, you'll have no option but to use a reciprocating saw to cut it off, taking great care not to damage the aluminium subframe.

23



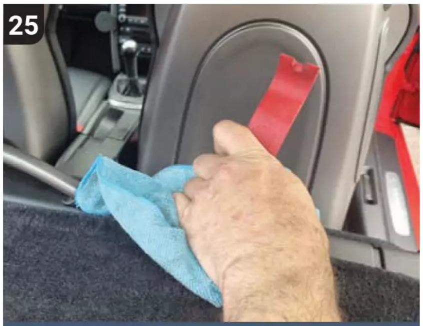
The lower wishbone bolts need to be broken free with a 16mm socket and an 18mm spanner. These often seize in place due to using an aluminium inner bush. Both bolts were seized on our car.

24



Much interior trim needs to be removed to gain access to the upper strut fixings. Pop the tailgate and remove the two T20 Torx screws around the coolant and oil filler caps.

25



Use a plastic pry bar (trim removal tool) to lift up the leading edge of the engine bay cover and release the carpeted sound-deadening material.

26

Remove the sound deadening material (and the cargo net, if fitted) and store it somewhere safe in advance of refitting later.

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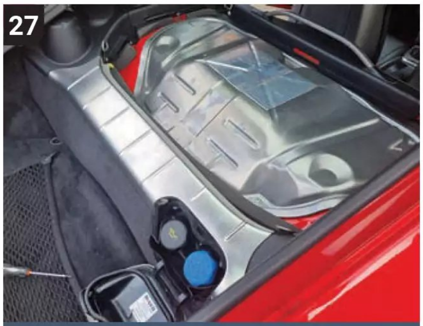
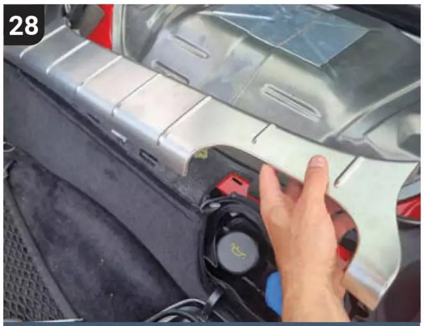


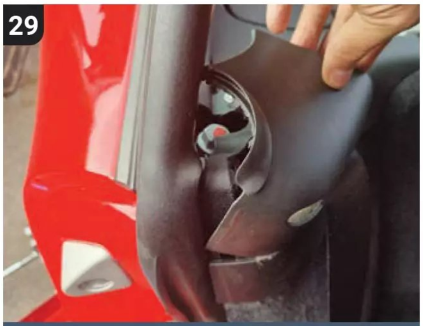
You should now be able to see the top of the engine bay cover. More trim has to be removed before the top of the suspension struts are visible, though.

28



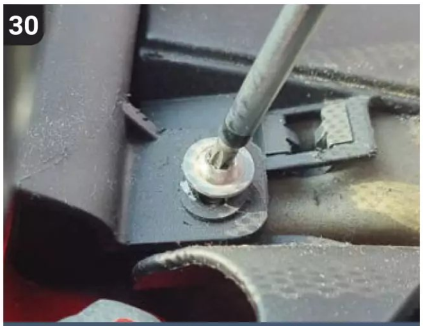
Firmly pull the strut brace trim to the rear of the engine cover. It is only clipped in place, but the fixings tend to be quite stiff and needs a sharp tug.

29



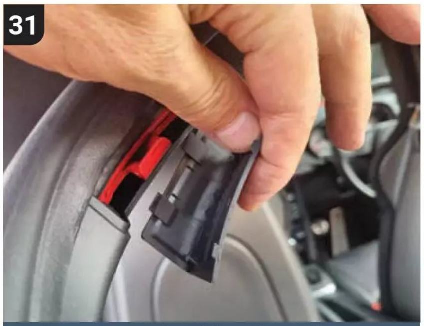
With the cab seats both tilted forward, unclip the plastic trim around the upper seat belt mounts. It can't easily be removed (the seat belts pass through it), but it does need to be moved out of the way.

30



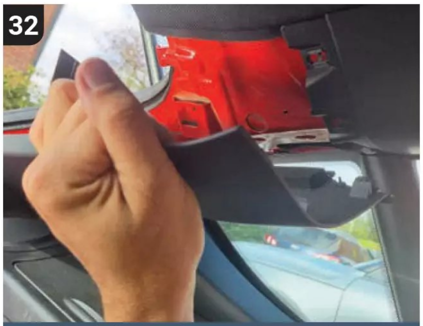
With a T20 Torx screwdriver or a T20 bit in a small quarter-inch ratchet driver, remove the screw just behind the upper seat belt fixing.

31



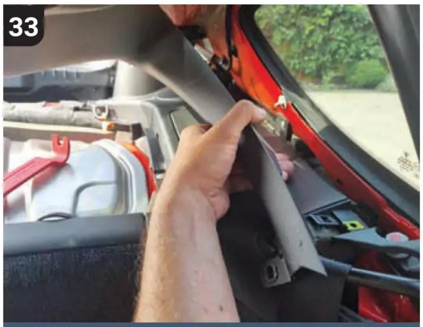
At the upper rear edge of the tailgate rubber are two small plastic cover plates. Pry the rubber lip down and remove them with your fingers.

32



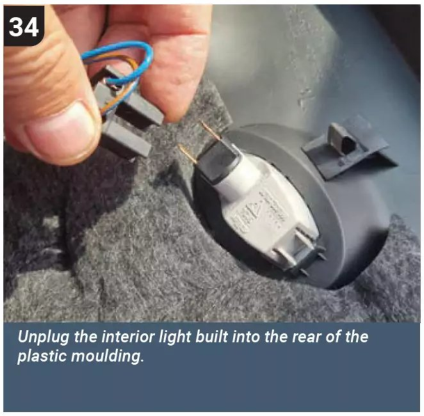
Pull sharply down on the inner plastic C-pillar trim to release it from the B-pillar moulding. The part is only clipped in place, but is very firmly held.

33



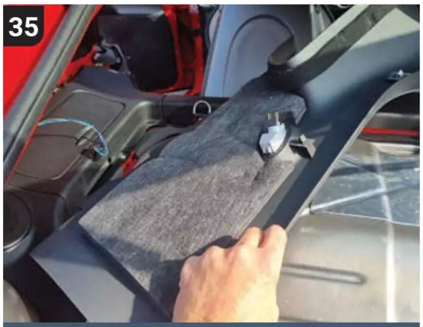
The whole inner C-pillar/window moulding assembly can now be removed. Take care not to scratch the surrounding plastics.

34



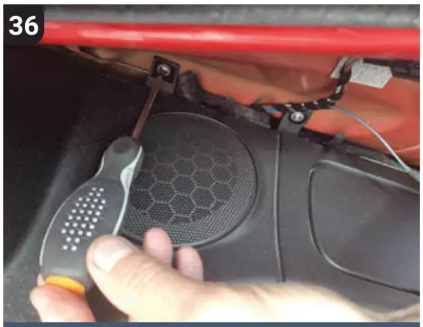
Unplug the interior light built into the rear of the plastic moulding.

35



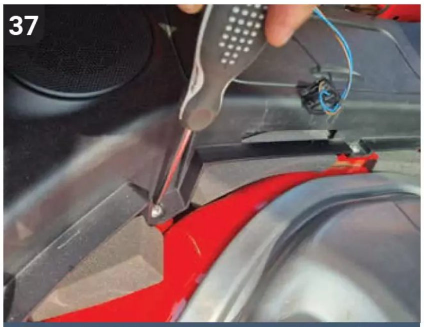
The inner C-pillar trim/window surround can now be carefully extracted from the car. Take care not to cause damage with the sharp fixings.

36



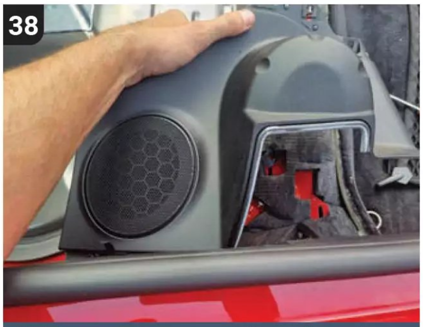
With the C-pillar trim removed, you now have access to the rear speaker fixings. Remove the inner rearmost T20 Torx screw.

37



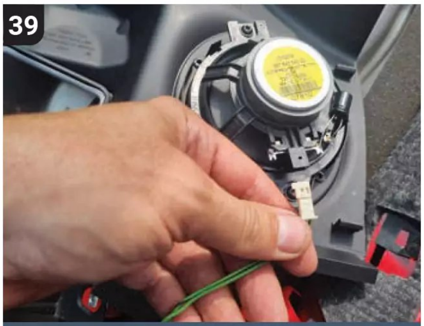
A second T20 Torx screw secures the inner edge of the rear speaker box. This must also be removed.

38



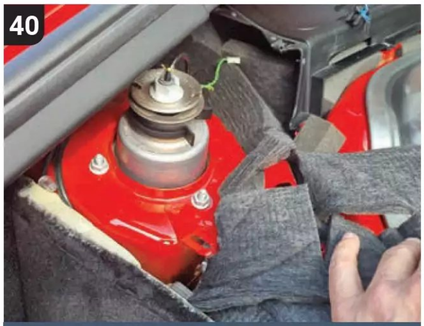
With the two screws removed, the speaker and its housing can be removed. It is fastened with clips and lugs, so may need a little wiggle to release it.

39



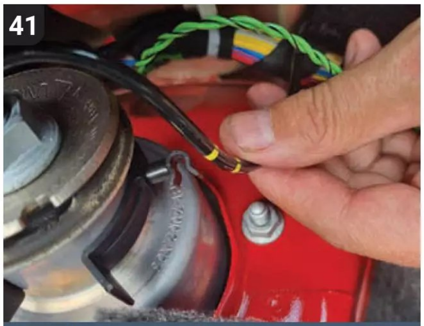
Unclip the speaker wiring from the reverse of the speaker housing and place the unit out of the way, taking care not to scratch it.

40



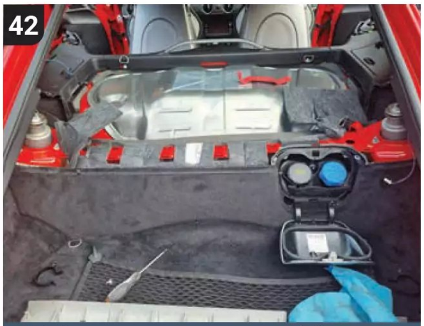
You should now be able to see the suspension top mount underneath the sound-deadening material

41



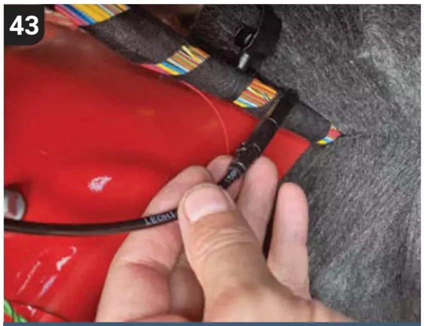
The yellow lines on the PASM wiring (if fitted) show where it is clipped into the support brackets.

42



With the necessary inner trim removed, the interior of the car should look something like this. As the previous steps have demonstrated, it's quite a job to gain access to the strut tops.

43

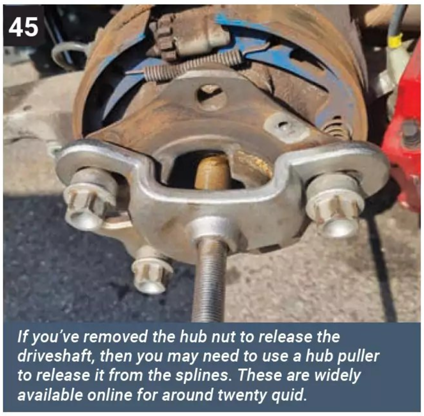


If your Porsche has electronically adjustable PASM damping, these wires will need to be unclipped from the wiring harness and unplugged.

44

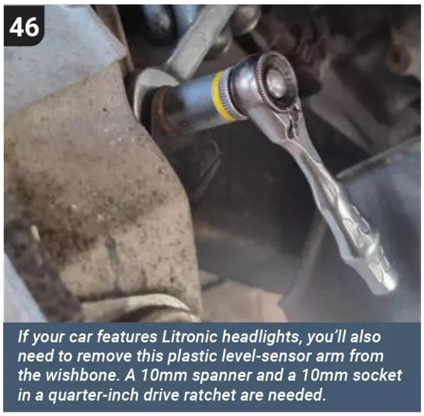
Place tape around the outer edge of the wheel arch to protect it from chips and scratches.

45



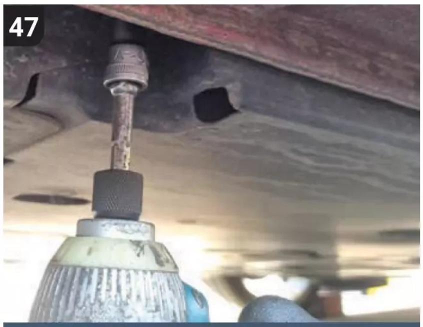
If you've removed the hub nut to release the driveshaft, then you may need to use a hub puller to release it from the splines. These are widely available online for around twenty quid.

46



If your car features Litronic headlights, you'll also need to remove this plastic level-sensor arm from the wishbone. A 10mm spanner and a 10mm socket in a quarter-inch drive ratchet are needed.

47



We're also replacing the front track control arm, meaning the rearmost plastic undertray needs to be removed. 10mm plastic nuts secure the outer edge. These can be buzzed off with a small impact driver.

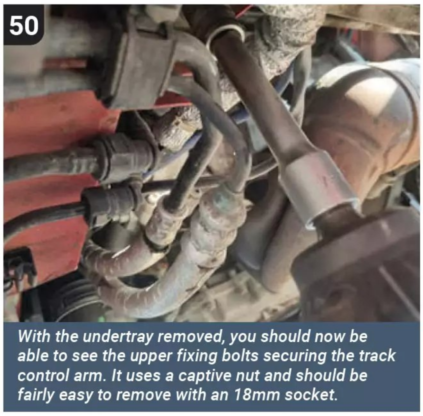
48

Remove the T20 Torx screws securing the inner edges of the plastic undertray to the car.

49

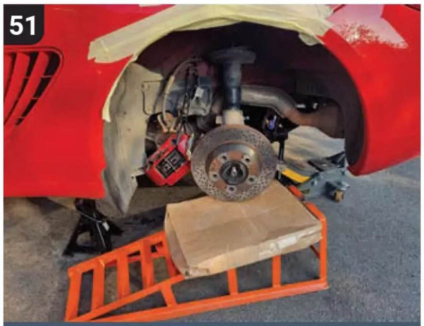
The plastic undertray can now be unclipped from the car and moved out of the way.

50



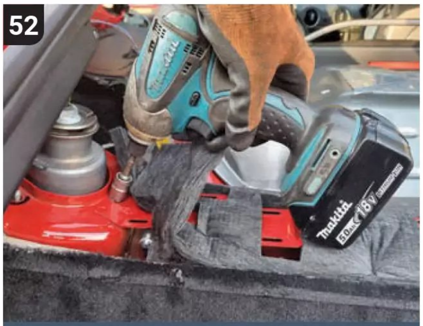
With the undertray removed, you should now be able to see the upper fixing bolts securing the track control arm. It uses a captive nut and should be fairly easy to remove with an 18mm socket.

51



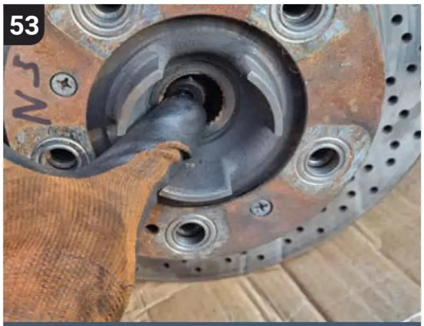
The strut is now ready to be despatched. Use something to support it from dropping to the ground. We used a ramp. Incidentally, the brake disc was refitted to protect the handbrake shoes.

52



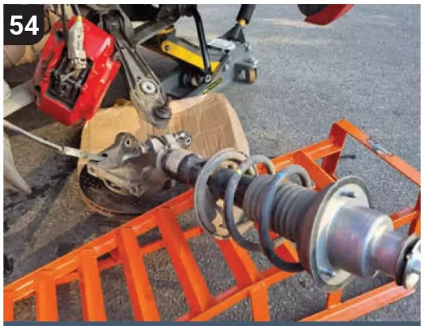
Remove the three 13mm nuts securing the strut to the car. Remove the outer nuts with a socket or spanner and then remove the inner but with an impact gun while you support the strut.

53



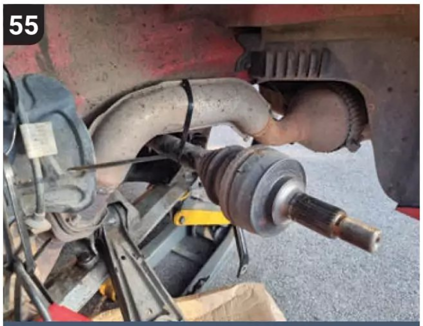
Push the driveshaft out through the centre of the wheel hub to release the strut assembly from the car.

54



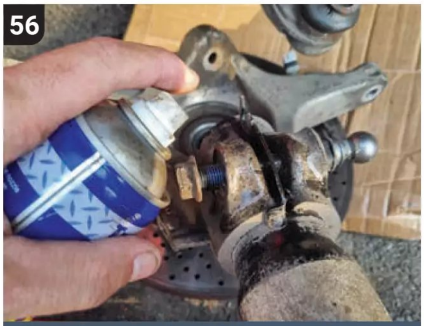
You should now be able to lower the whole strut down to the floor, taking care not to strain the handbrake cable. This can be removed from the car to make things easier.

55



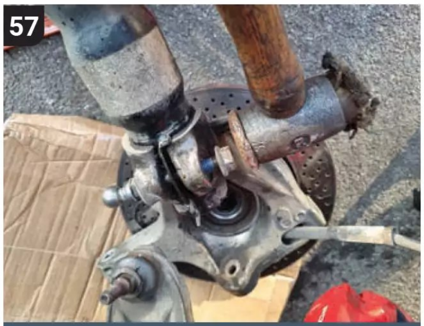
To prevent damage to the driveshafts they were cable-tied to the exhaust system to keep them out of the way.

56



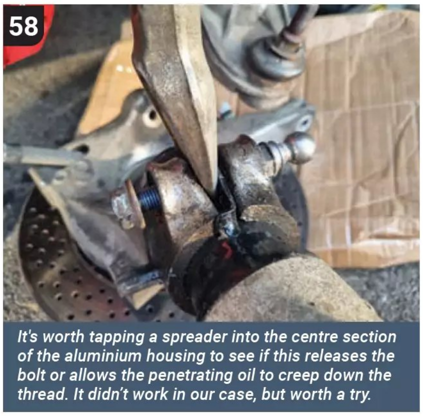
The strut-securing droplink fixings were seized. The droplink was therefore pulled off the end of the fixing to expose the ball joint and penetrating oil was liberally applied. The 18mm nut was then unscrewed.

57



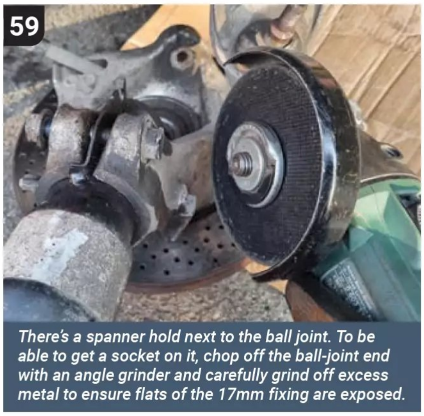
If you're luck,y this droplink bolt will simply tap out. Thanks to the joys of galvanic corrosion between the aluminium housing and steel fixing, however, it probably won't.

58



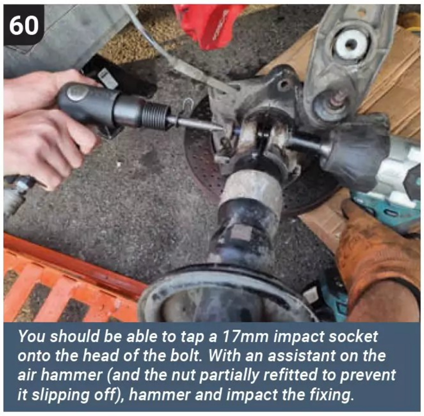
It's worth tapping a spreader into the centre section of the aluminium housing to see if this releases the bolt or allows the penetrating oil to creep down the thread. It didn't work in our case, but worth a try.

59



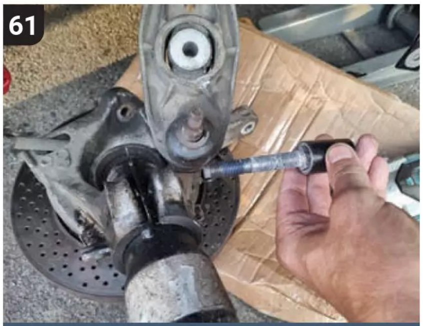
There's a spanner hold next to the ball joint. To be able to get a socket on it, chop off the ball-joint end with an angle grinder and carefully grind off excess metal to ensure flats of the 17mm fixing are exposed.

60



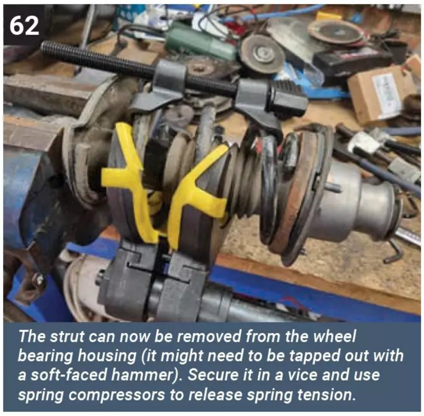
You should be able to tap a 17mm impact socket onto the head of the bolt. With an assistant on the air hammer (and the nut partially refitted to prevent it slipping off), hammer and impact the fixing.

61



This generally does the trick, but if the bolt still won't release, you'll need to heat up the aluminium housing with a blow torch. Success! You can see corrosion on the bolt, making removal a challenge.

62



The strut can now be removed from the wheel bearing housing (it might need to be tapped out with a soft-faced hammer). Secure it in a vice and use spring compressors to release spring tension.

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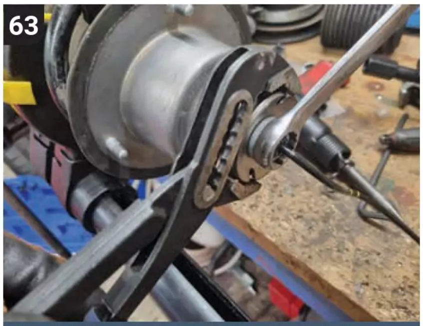
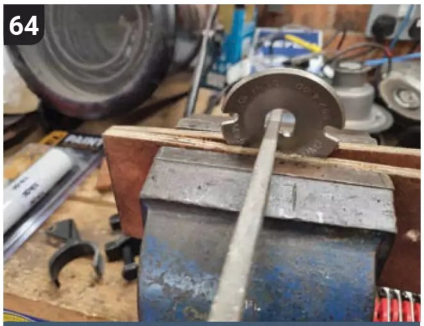
63



On PASM-equipped cars (with a central wire), you'll need to use water pump pliers to prevent the top mount plate rotating. Use a 19mm spanner to remove the nut.

64



The original top mount needs to be retained, but this lug needs to be filed down a few millimetres to ensure it fits on the new dampers.

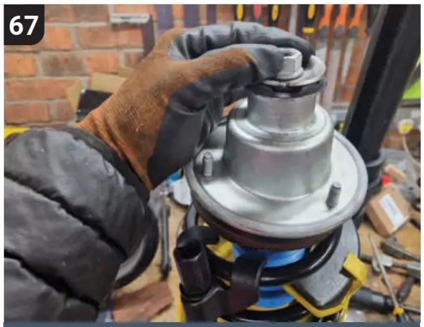
65

Compress the new springs and then fit them over the new dampers, which also come with new internal bump stops and dust covers.

66

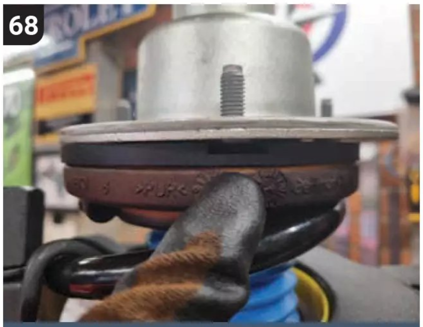
Refit the original rubber upper spring support and the plastic top cap on the top of the spring. If these are damaged, renew them. In the case of our Cayman, they were fine.

67



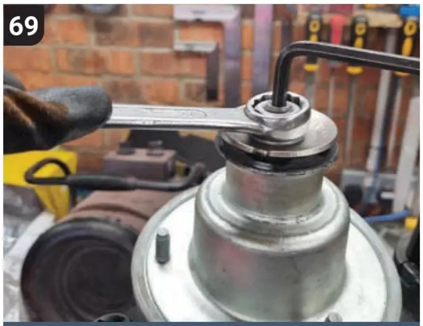
Although the rear top mounts can often be reused, it was deemed prudent to swap them out for new parts. Aftermarket top mounts cost around eighty pounds a pair, or £110 each from Porsche.

68



Make sure the plastic indents in the upper plastic spacer fit around the head of the top mount studs ensuring the spring sits correctly on the housing.

69



Use a 6mm Allen key and a 21mm spanner to tighten up the damper nut. New nuts are supplied with the replacement dampers.

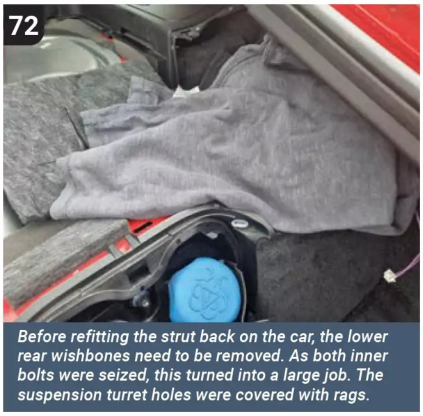
70

Make sure the lower edge of the spring sits correctly in the spring platform. Start to release tension in the spring compressors.

71

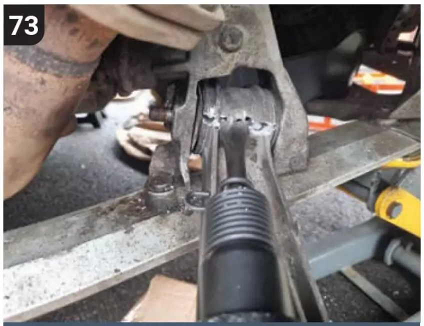
Once the nut has caught on the thread, torque the damper top nut up to 110Nm (83lb-ft).

72



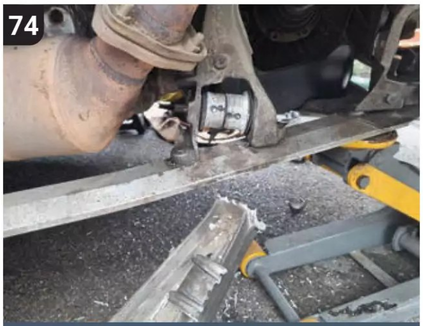
Before refitting the strut back on the car, the lower rear wishbones need to be removed. As both inner bolts were seized, this turned into a large job. The suspension turret holes were covered with rags.

73



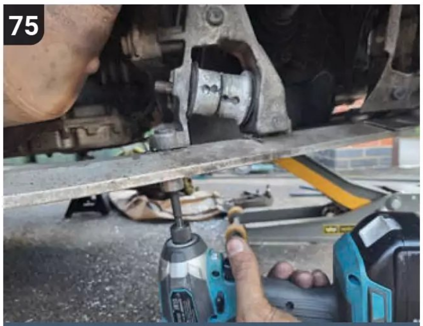
Start by chain-drilling the edge of the wishbone and then use an air hammer to crack open the edge of the aluminium wishbone around the bush and bolt.

74



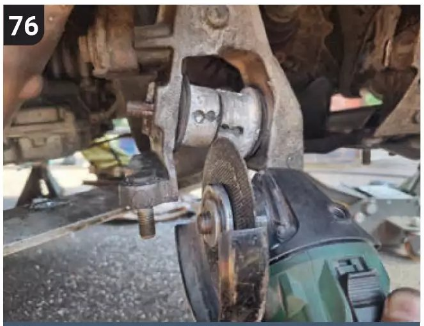
Chain-drill both edges of the wishbone and air hammer it off. This action should reveal the inner steel outer section of the bush.

75



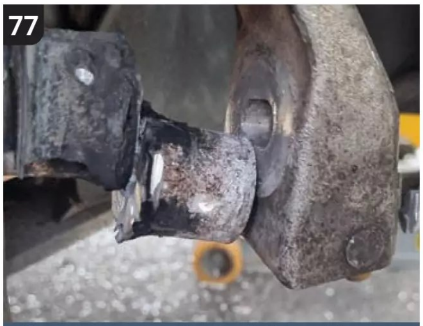
To gain better access to the bush, this lower subframe support will need to be partially removed and pushed aside. It's held in place with 17mm nuts.

76



You can cut the bolt off with a reciprocating saw or an angle grinder. Both require care and attention to avoid accidentally nicking the subframe.

77

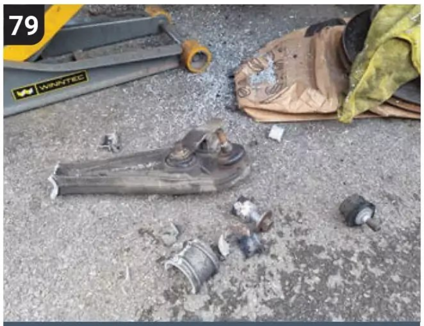


After a long session of angle grinding and the application of heat, the centre section of the bolt was cut free and its remains were extracted.

78

Removing the remains of the bush and wishbone took in excess of two hours a side.

79

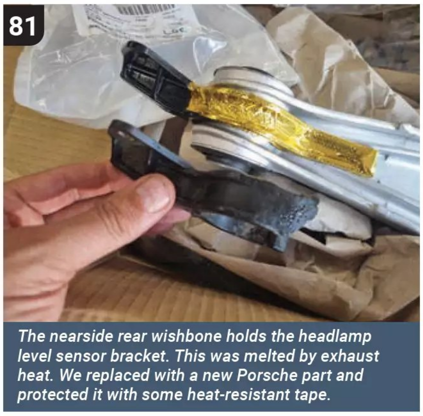


On the offside, the track control arm was seized into the wishbone. To save time, it was simply chopped off with the angle grinder. This made sense because both arms are being replaced.

80

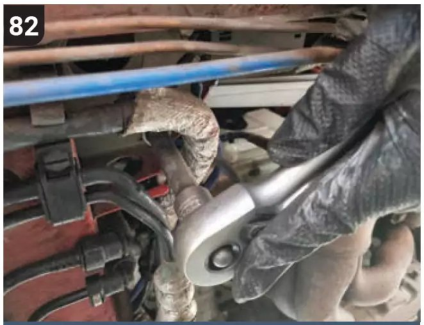
With all the seized fixings sorted, reassembly of the new parts can begin with the new bolts (those passing through aluminium) being treated to plenty of Alumslip anti-seize grease.

81



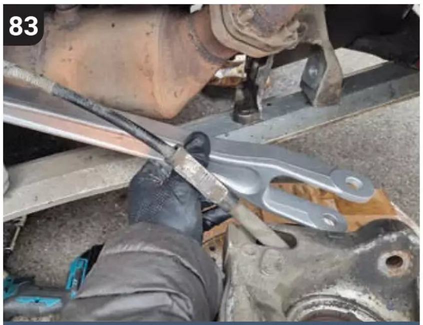
The nearside rear wishbone holds the headlamp level sensor bracket. This was melted by exhaust heat. We replaced with a new Porsche part and protected it with some heat-resistant tape.

82



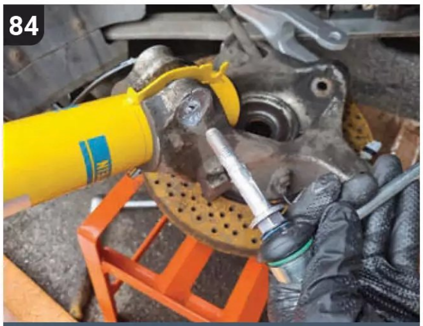
Begin the refit by reattaching the front edge of the new track control arms and torquing them up to 160Nm (118lb-ft).

83



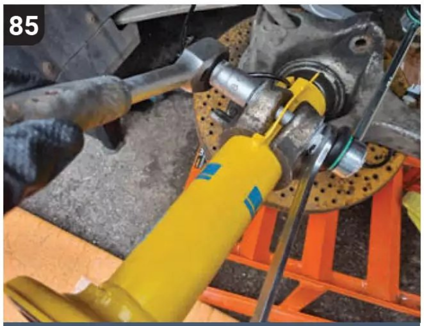
Refit the aluminium support bracket to the subframe and make sure the track control arm is out of the way of the handbrake cable.

84



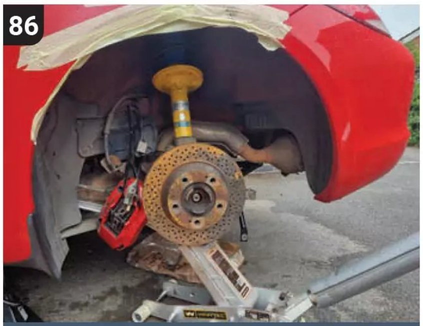
Refit the new strut to the wheel carrier housing, ensuring the new droplink bolt is covered in aluminium anti-seize grease.

85



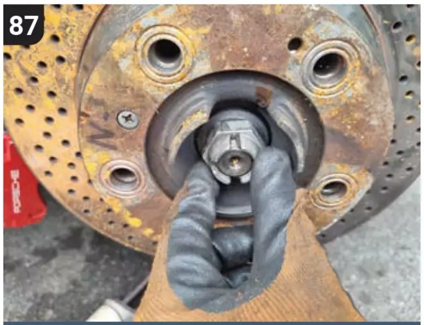
Using a thin 17mm spanner to prevent the bolt rotating, use an 18mm socket to tighten the securing nut to 85Nm (63lb-ft).

86



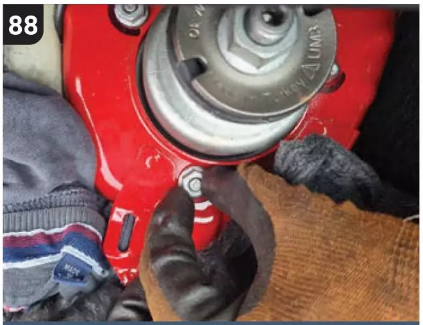
Using a trolley jack to support the lower edge of the strut assembly, place the strut in position.

87



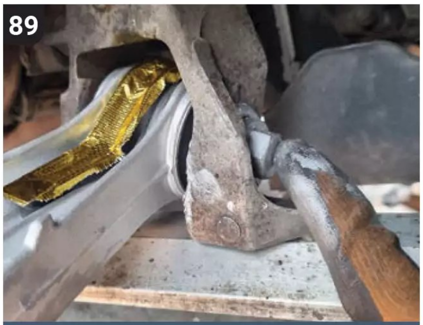
Refit the hub nut (ideally, a new one), and tighten it to hold the driveshaft in place. This will be torqued to the correct value with the wheels on the ground.

88



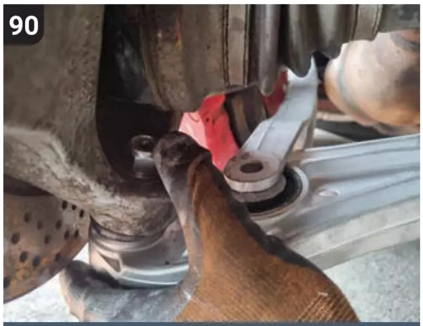
Reattach the 13mm top mount nuts and tighten them to 46Nm (34lb-ft) torque.

89



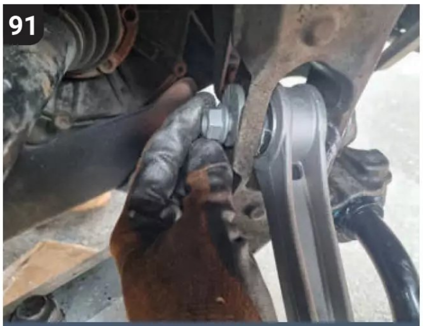
Refit a new rear camber bolt to the new rear wishbone. Use aluminium anti-seize grease to try and prevent it seizing in future.

90



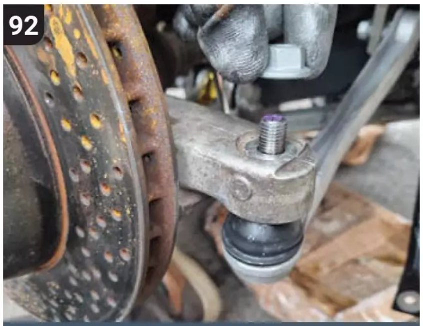
Place the track control arm over the wishbone, place the ball joint through the wheel bearing carrier hole and then reattach the new 18mm nut on the ball joint thread.

91



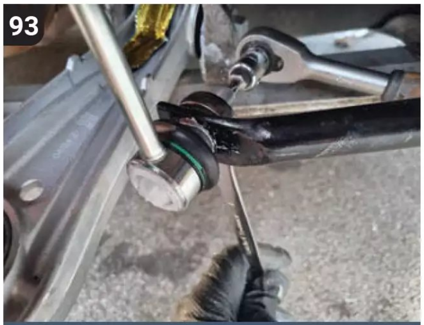
Refit a new upper track control arm with a new camber bolt and make sure you apply aluminium anti-seize. Torque to 100Nm (74lb-ft). Four-wheel alignment will be essential after the work is done.

92



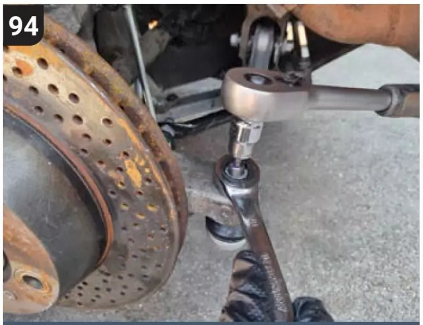
Attach the ball joint of the new upper track control arm through the hub carrier hole.

93



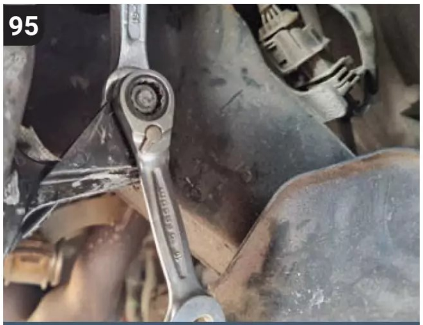
The anti-roll bar bolt was treated to anti-seize grease. Using a T30 Torx bit and an 18mm spanner, tighten the nut to around 50Nm (37lb-ft), then back it off 90 degrees and torque to 65Nm (48lb-ft).

94



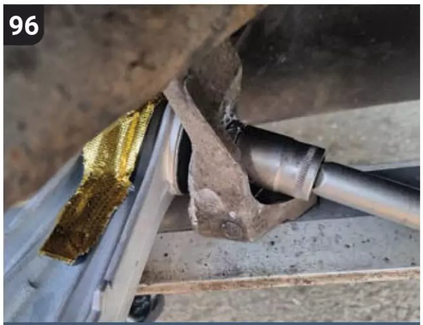
Holding the centre of the ball joint in place with a 6mm Allen bit, tighten the 18mm nut on the track control arm ball joint to 75Nm (56lb-ft).

95



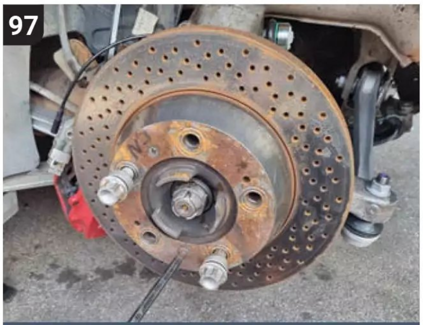
Refit the light-level control arm to the wishbone using a 10mm spanner and either a 10mm ratchet spanner or a 10mm socket in a quarter-inch driver.

96



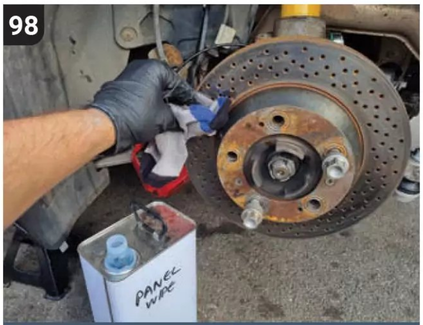
Using a 16mm socket and an 18mm spanner, tighten the inner wishbone camber bolt.

97



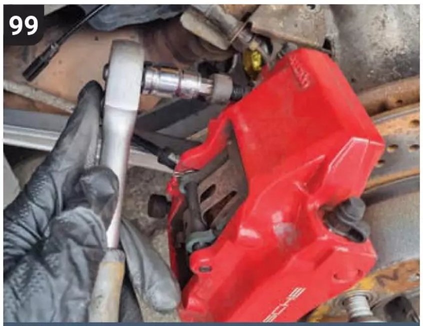
Refit the brake discs (note they're marked to ensure they went back on the correct side) and refit the disc-securing crosshead screws with a blob of threadlock to prevent corrosion.

98



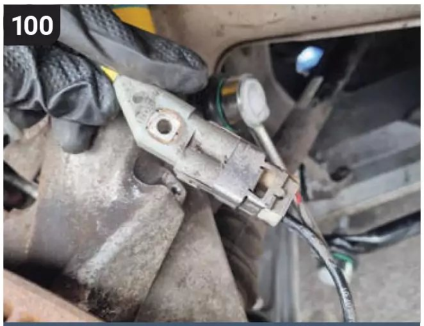
Clean any rust, grease and debris off the brake disc prior to refitting the caliper

99



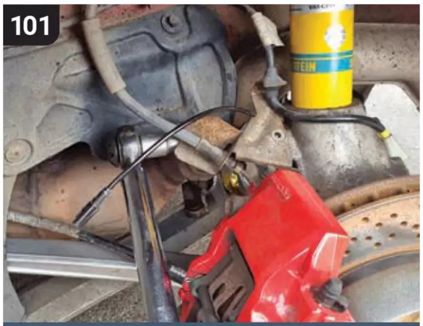
Refit the brake caliper bolts using a T55 Torx bit. Torque them to 85Nm (63lb-ft).

100



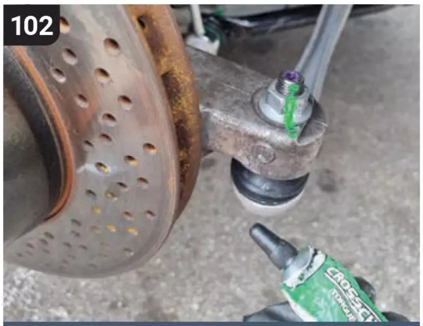
Plug the brake pad wear sensor and ABS sensor back into the wiring loom and refit it to the wheel carrier using an M6 bolt torqued to 16Nm (12lb-ft).

101



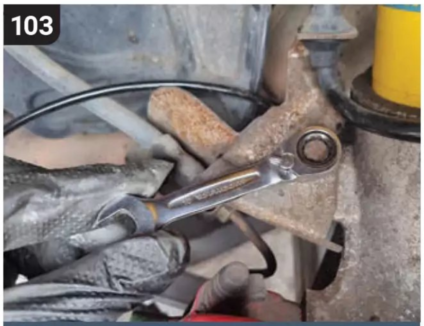
Check the torque settings on all the suspension components and do a spanner check.

102



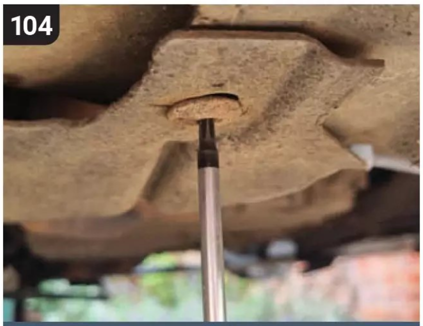
It's a good idea to mark all fixing heads with a marker pen when you've checked they've been torqued correctly.

103



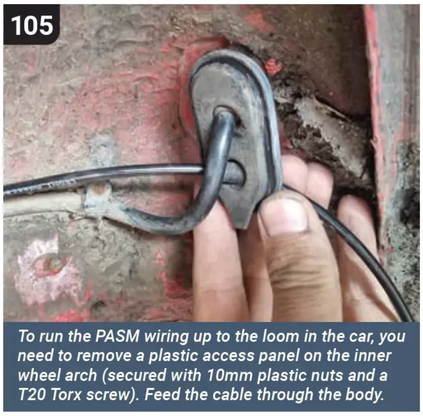
Refit the brake pipe support bracket to the wheel carrier using an M6 bolt torqued to 16Nm (12lb-ft).

104



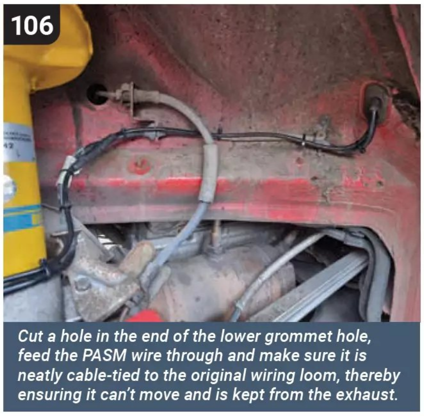
Clip the plastic undertray back in place using the T20 Torx screws in the centre section and the 10mm plastic nuts on the outer edges.

105



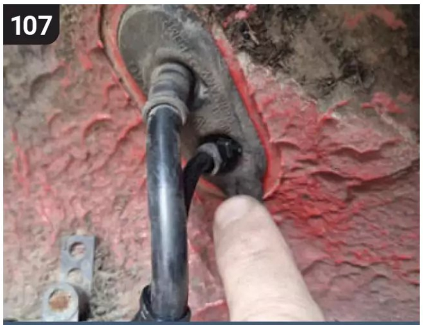
To run the PASM wiring up to the loom in the car, you need to remove a plastic access panel on the inner wheel arch (secured with 10mm plastic nuts and a T20 Torx screw). Feed the cable through the body.

106



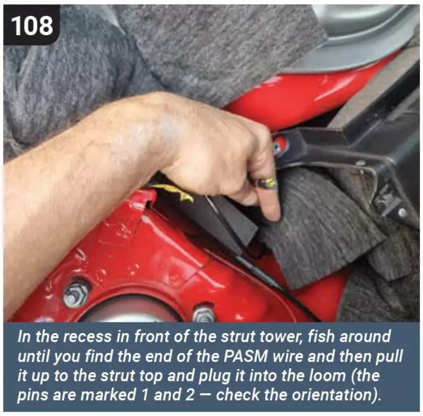
Cut a hole in the end of the lower grommet hole, feed the PASM wire through and make sure it is neatly cable-tied to the original wiring loom, thereby ensuring it can't move and is kept from the exhaust.

107



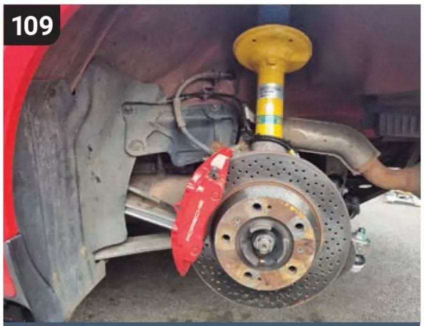
Where the wiring passes through the hole in the grommet, use a cable tie around it in a bid to prevent water ingress. Refit the plastic inspection panel.

108



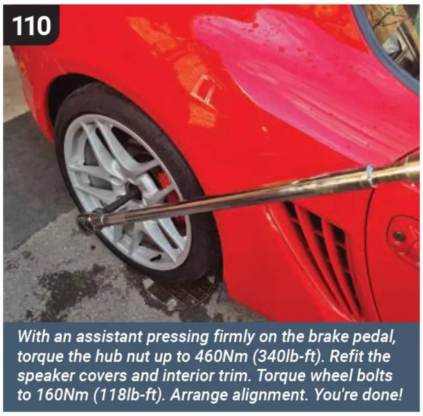
In the recess in front of the strut tower, fish around until you find the end of the PASM wire and then pull it up to the strut top and plug it into the loom (the pins are marked 1 and 2 — check the orientation).

109



Do a final inspection to ensure everything is bolted tightly. Refit the wheels and put the car on the ground. Torque the wishbone lower camber bolt to 100Nm (74lb-ft).

110



With an assistant pressing firmly on the brake pedal, torque the hub nut up to 460Nm (340lb-ft). Refit the speaker covers and interior trim. Torque wheel bolts to 160Nm (118lb-ft). Arrange alignment. You're done!

We don't just write about and work on Porsches — we drive and live with them, too!

DAN FURR
997 CARRERA 4S, 944 TURBO

Out of a Cayenne Turbo E-Hybrid with GT Package, straight into a new 911 Carrera, then into a Macan Turbo, followed by another stint in the Cayenne. Oh, and my 997 and Turbo along the way.

RICHARD ROBERTS
991 GTS, 968 SPORT, 996 C4S

Coming to terms with the fact my 991 Carrera GTS has suffered bore score, but delighted a new engine is being provided by Porsche under warranty. This car is now a keeper. Next? Fresh paint.

RICH PEARCE
958 CAYENNE FACELIFT

I hear Editor Furr is lining me up for a series of shoots at Ashgood Porsche near Slough, which is good news, considering I'm there every other week photographing sales cars.

DAN SHERWOOD
996 GEN II GT3

The Easter holiday means time away with the kids. Unfortunately, my GT3 isn't big enough for the five of us. And the dog. I'm looking forward to returning the car to the road when we're back from our trip.

CHRIS WALLBANK
981 GTS AND MACAN DIESEL

A CarPlay update has transformed the Macan driving experience. Having a similarly positive effect, I've added Eibach spacers and a fitted new wheels and tyres to my 981 Boxster GTS. Details to follow.

LIGHT FANTASTIC

Dan Furr fits premium-quality LED headlight illumination in place of his 997 Carrera 4S's tired bi-Xenon bulbs...

Above Another amazing headlight illumination product from the team at Classic Car LEDs

Those of you with a long(ish) memory will recall the article I wrote outlining installation of front-end LEDs for my 944 Turbo, which left the factory with candles for headlights. I was amazed at the difference the LEDs made to the car, which is now able to turn night into day. Even if you missed the feature, you might have seen the car's pop-up headlamps making themselves known on the cover of our most recent issue. Brilliant illumination is the order of the day, making for a more pleasurable — and far safer — driving experience.

The expertly engineered parts were from the product portfolio of Classic Car LEDs (visit *classiccarleds.co.uk*), a business established in 2014 as a response to inadequate exterior lighting solutions for classic and modern-classic cars. The company has developed a wide range of plug-and-play LED headlights to replace standard bulbs. Incorporating high and low beam, offered in a choice of output (cool white or softer light, the latter arguably more sympathetic to classic cars, although both are as bright as each other), available for different voltage ratings and, where necessary, accompanied by adapters, the Classic Car LEDs product line-up covers the majority of vehicles, maintaining an OEM look, but with significantly improved illumination.

When you've experienced the clarity of LED headlights, you begin to appreciate how poor standard lighting on older cars really is. I'm not just talking halogen bulbs, as per my 944 Turbo — living out in rural Norfolk, I've found myself continually having to activate my 997's full beam in order to enjoy decent light coverage. The headlamp lenses were restored a couple of years ago, and are still in excellent condition, with no crazing or clouding of the plastic to be concerned with. The HID Xenon bulbs, however, appear to be delivering poor visibility.

At the time I took delivery of my 944 Turbo's new lights, Classic Car LEDs boss, Duncan Rickards, revealed the company was about to launch a HID-to-LED conversion kit suitable for my 911. A simple plug-and-play performance

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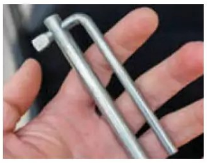

Top D2S HID-to-LED conversion kit as delivered, plus new LED with one of the car's bi-Xenon bulbs

Top right Headlamp release tool can be found in the car's factory toolkit

Above and right Installation is a simple case of pulling the frunk carpet to one side, removing a bung, releasing the headlight, unscrewing the unit's back panel and swapping the old bulb out for the LED

upgrade for HID Xenon using the latest LED technology, this exciting new product promised to transform nighttime vision by providing a stronger, brighter and wider beam.

Duncan assured me the kit, which offers 6,000k 'daylight white' illumination (as opposed to the blue of poor-quality LED products) uses the same connectors as the host vehicle's Xenon bulbs and utilises the existing ballast packs. Fully CANbus compliant and featuring integrated cooling from a built-in fan, the body of each LED is manufactured from aerospace-grade aluminium and makes use of copper heat transfer.

With 9,600 lumen output (4,800 per lamp) and instant switching between regular and main beam, these new LEDs are IP68 waterproof and come supplied with a twelve-month warranty. At a very reasonable £49.50, I decided to become an early adopter and ordered a kit there and then.

I FOUND MYSELF CONTINUALLY HAVING TO ACTIVATE MY 997's FULL BEAM IN ORDER TO ENJOY DECENT LIGHT COVERAGE

As far as the 997 is concerned, installation is a cinch. First, unscrew the fastener holding the carpet next to the headlamp in the luggage area, then pull the carpet back. You'll spot a rubber bung, which simply pulls free to reveal a hole in which you need to insert the headlight release tool found in your car's factory toolkit (available to order from Porsche or Design 911 if missing). Simply rotate the tool and the headlight pops free. Pull it away from the car (there are no external wires to worry about), then remove the four screws holding the back panel of the unit in place. Release the ballast pack connector from the old bulb, remove it, insert the LED in its place, then fit everything back together before repeating the process with the headlight on the other side of the car.

As you can see from the photograph on the opposite page, the difference is, well, night and day. An amazing transformation drawing just 46W power. I can't recommend this product highly enough. Order yours today. ●

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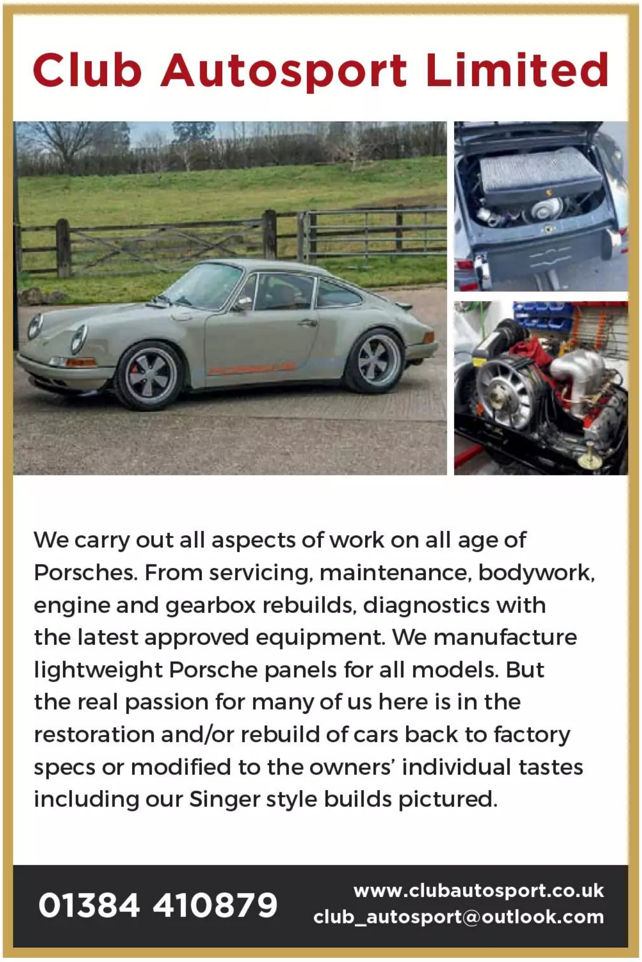
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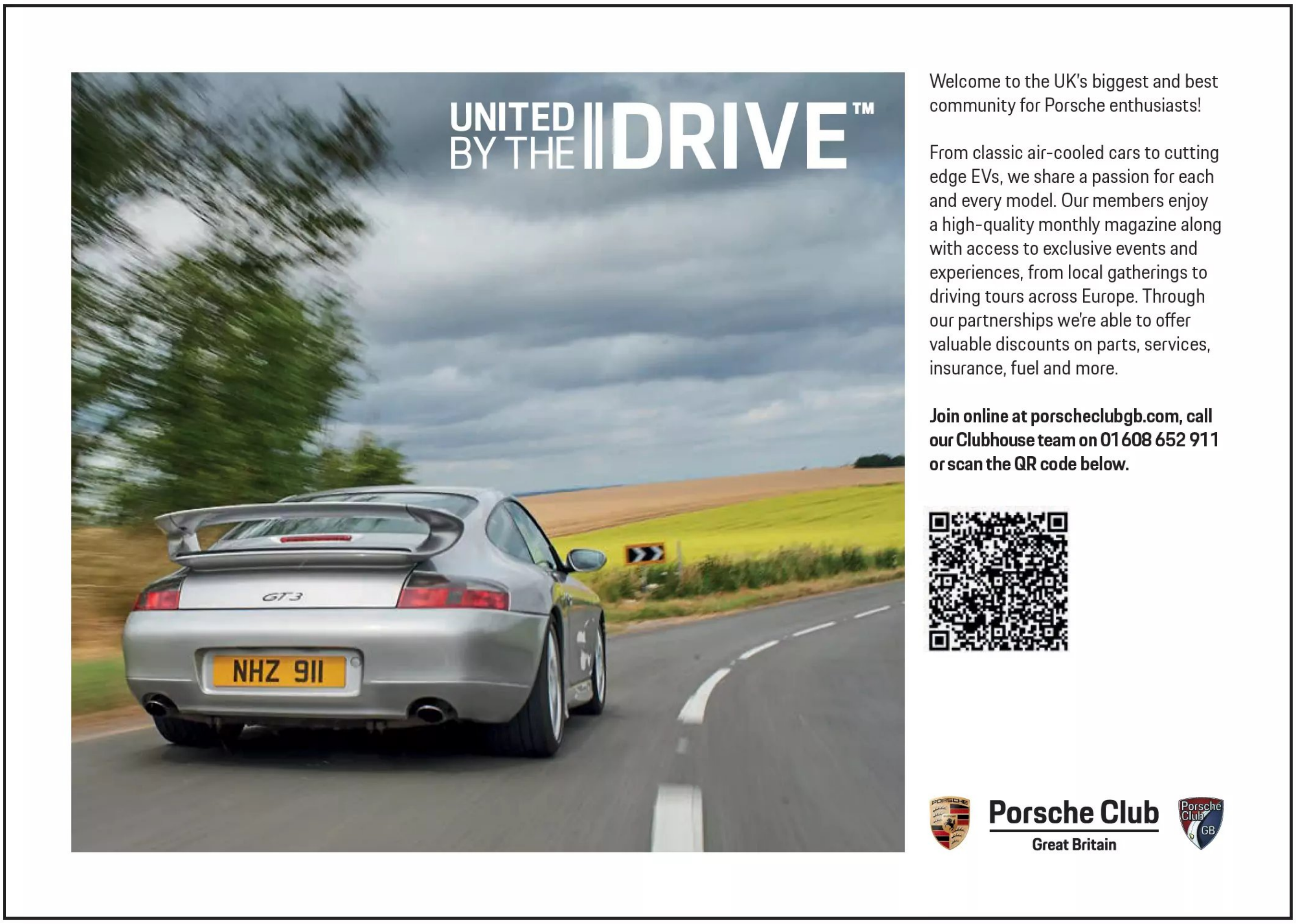

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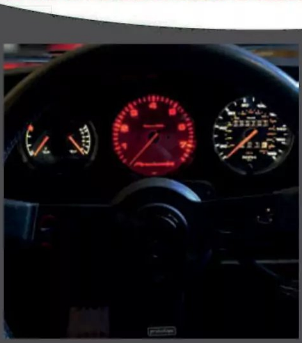

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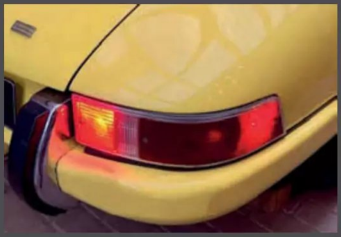

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Above Snapper Chris considered his new Macan S a case of 'every box ticked' until he tried to connect his smartphone via Apple CarPlay

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PLAY FOR TODAY

Chris Wallbank begins his Macan ownership journey by equipping the Porsche with previously absent PCM functionality...

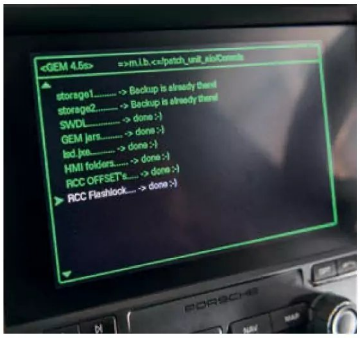
One month into Macan S ownership and I can safely say I'm more than happy with the decision to buy the Porsche against leasing another new work vehicle. This superb compact SUV might have turned nine years old and clocked more than sixty-five thousand miles, but it feels and drives good as new. Remarkably, in terms of build quality, everything feels so much more solid than my departed 2022 Audi A6 Avant. The best part is the way the Macan drives. Body roll in corners and roundabouts is near nonexistent thanks to the impressive chassis engineering, the driving dynamics helped further by the optional Porsche Active Suspension Management (PASM), which really does help the Macan drive like a Porsche Sports car, as opposed to a heavy SUV.

Sport Plus mode (available as part of the added Sport Chrono package) adds to the drama, not least because it automatically engages the Porsche Sport Exhaust (PSE). Passengers would be hard-pushed to realise this Macan is powered by a diesel engine. Of course, this is precisely why I chose this flavour Macan in the first place — due to the nature of my work, which sees me on the road more than I'd like, fuel economy is of paramount importance.

Between urges to drive everywhere in Sports Plus mode, I've had a couple of long motorway runs, on which I managed to achieve a very impressive average of forty-six miles to the gallon. I'll take that with pleasure. What didn't met my satisfaction was the lack of Apple CarPlay connectivity.

One of the main reasons I bought a 2016-onward Macan was to take advantage of Porsche Communication Management (PCM) with CarPlay functionality. It has become a must-have accessory for my long drives, as has the Waze navigation app. I'll be honest, I thought CarPlay and Android Auto was a standard feature of every Porsche with PCM 4.0, but then I remembered this is Porsche and therefore nothing should be assumed standard other than the car's four wheels and its steering wheel.

PHONE
CAR
SD1



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<GEM 4.5s>        =>m.i.b.<=/patch_unit_[illegible]/Console
storage1.......... -> Backup is already there!
storage2.......... -> Backup is already there!
SWDL.............. -> done :-)
GEM jars.......... -> done :-)
lsd.jxe........... -> done :-)
HMI folders....... -> done :-)
RCC OFFSET's...... -> done :-)
RCC Flashlock..... -> done :-)
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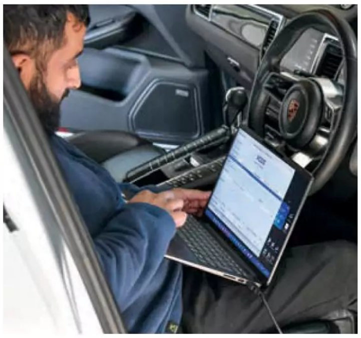

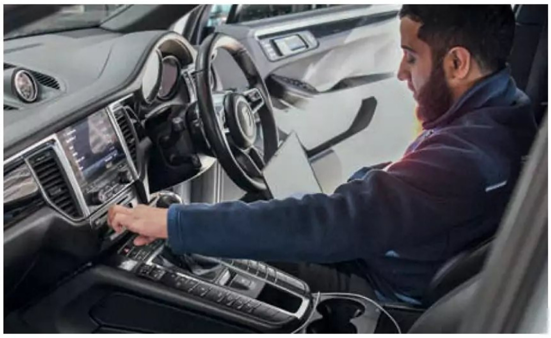

Maisto
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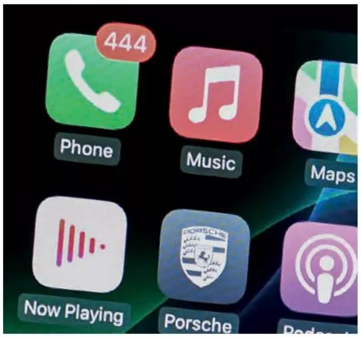

Above Thankfully, retrofitting Porsche Connect Plus to PCM is a relatively straightforward upgrade managed via laptop and SD card

Right Hey, Chris, we might need to talk about the number of voicemails you've got to work through

Below One cannot underestimate how much better the modern Porsche driving experience is with Apple CarPlay or Android Auto capability enabled

After a little research, I discovered CarPlay would only have been available on the Macan if the original owner had optioned Porsche Connect Plus, an extra not listed on the build sheet in my possession. Thankfully, after further investigation, I learned the feature can be retro-fitted with a with relatively simple software upgrade via the SD memory card port.

A quick search on eBay presented me with several different companies offering the upgrade by way of varying methods. Some offered to supply an SD card for DIY install, while others offered installation at their premises, with pricing ranging between £85 and £150. It's worth noting this upgrade is also available through Porsche Centres, but at a cost of near six hundred quid. For a minor software update? This seems steep. The only reason I could think of for progressing down this route is to preserve a Porsche Extended Warranty, not something I need to worry about.

One of the eBay sellers, 125 Coding Ltd (visit *125coding.co.uk*), is based in Dewsbury, West Yorkshire, just thirty minutes from my home. Customer reviews were very positive. As tempting as it was to save a few quid by trying to upgrade PCM myself, I wasn't prepared to entertain the potential for software update errors, especially considering the price of a replacement PCM unit.

After a good chat on the phone with 125 Coding Ltd founder, Aadil Patel, it quickly became apparent he was knowledgeable in his field and completes countless PCM upgrades on a monthly, if not weekly basis. Turns out, he's also a Macan owner, which gave me further confidence. The price of adding Porsche Connect Plus? A pleasing £125. Without hesitation, I booked a slot for the work to be done.

I arrived to a warm welcome at Aadil's immaculately presented (and newly acquired) premises. The countless scale model Porsches on display told me my Macan was in safe hands. In fact, Aadil and I spent a fair bit of time comparing the specification of our respective 95B Macans. In the time it took for us to talk about our driving experiences, the software update was pretty much done, the work carried out via laptop and the PCM unit's SD card port. All in, the job took about an hour, start to finish.

A first-class service from Aadil and an essential upgrade nailed. If you've a got a modern Porsche without Apple CarPlay, give him a shout. I'm heading back to Dewsbury with my 981 Boxster GTS early summer for the same upgrade. An absolute bargain. ●

COOL RUNNINGS

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In possession of a brand-new Macan Turbo with an extending towbar, Dan Furr makes plans to carry his 944 Turbo to Augment Automotive...

At the time of writing, I've been home less than forty-eight hours from a near two-week jaunt around France in a brand-new 911 Carrera. The trip took me from my home in Norfolk to Boulogne-sur-Mer, Paris, Orléans and Rouen, and will be documented in these pages from our next issue. The point of the trip, which spanned in excess of 1,200 miles, was to determine whether a Carrera really is all the 911 you'll ever need. In the past, perhaps the difference between a Carrera and a Carrera S (certainly, a Carrera GTS) was pronounced, but today, when the entry-level 911 pumps out near 400bhp and torque to match?

You'll read my thoughts on the matter in due course, suffice to say it is always a privilege to spend a meaningful amount of time in charge of a new Porsche, which I'm now doing with a box-fresh Macan Turbo. You might think this all-electric SUV's Copper Ruby Metallic paint job and Turbonite details are what caught my eye, or maybe I was won over by the almost 640bhp this 162mph executive cargo carrier develops? Well, no, actually. When perusing the vehicles Porsche Cars Great Britain was offering me on loan (incidentally, my time in the 911 immediately followed a stint in the new Cayenne Turbo E-Hybrid with GT Package), I immediately spotted the Macan's optional extending towbar system. My 944 Turbo continues to present overheating issues, but I've yet to fit the oversized aluminium radiator and electric twin fan kit I've had kicking around a while. In fact, my intention is to blitz the car's cooling system, including replacing the both the large and small thermostats and their seals.

How does this relate to the Macan's load-lugging abilities? Tom Barker, founder of Augment Automotive (visit *augmentautomotive.co.uk*), a specialist dealing in the maintenance of products from Porsche's transaxle family of cars, has offered to investigate and fix the overheating problem once and for all, meaning I need to transport the car to his workshop in Gloucestershire. A decent workout for the Macan, yes?!

It will be interesting to see how lugging a 944 Turbo affects the SUV's battery range. Results next month. ●

Above Dan's 944 Turbo leads a charmed life following the many years it spent on the brink of ruin in the previous owner's custody

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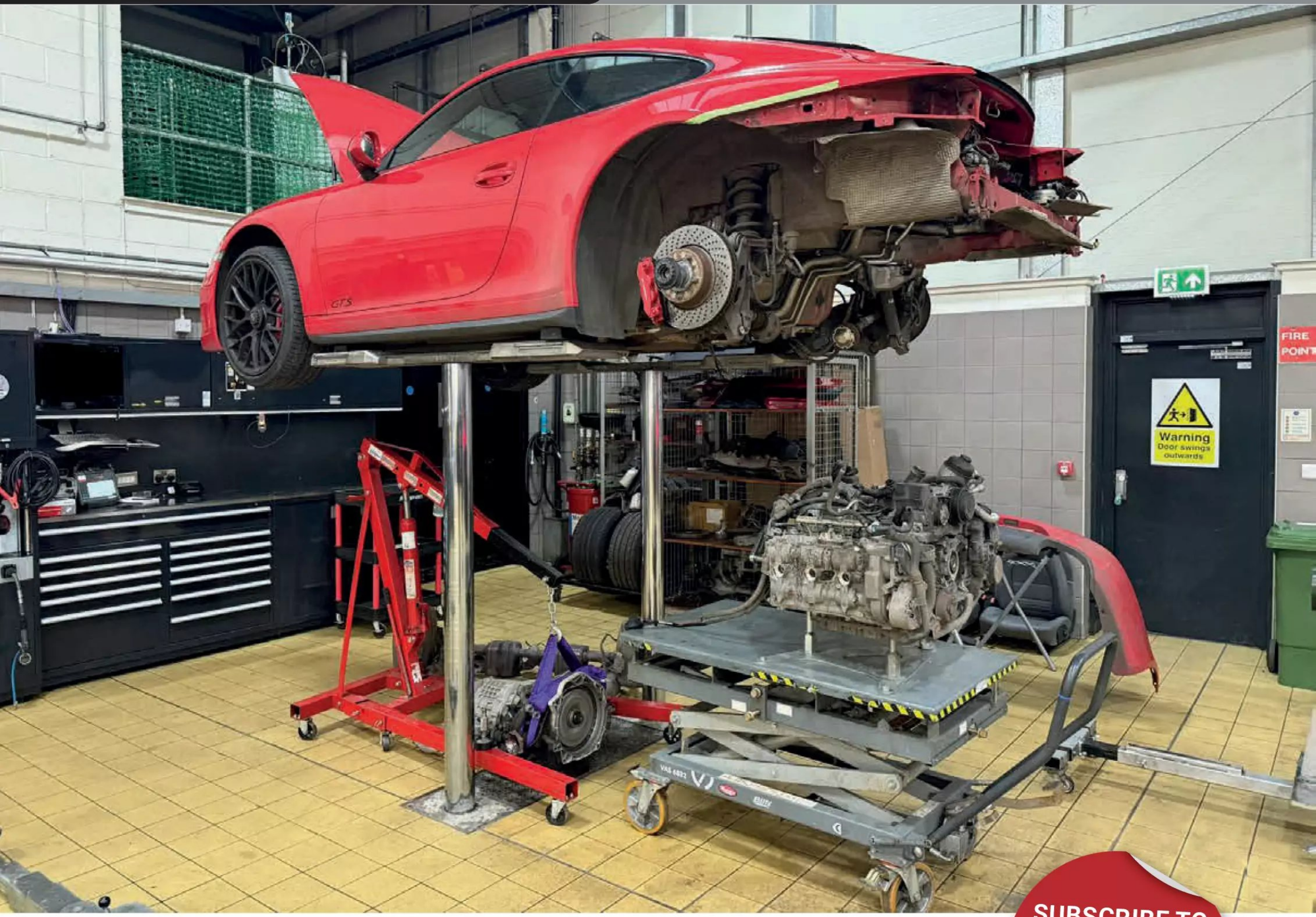

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FEAR THE WORST

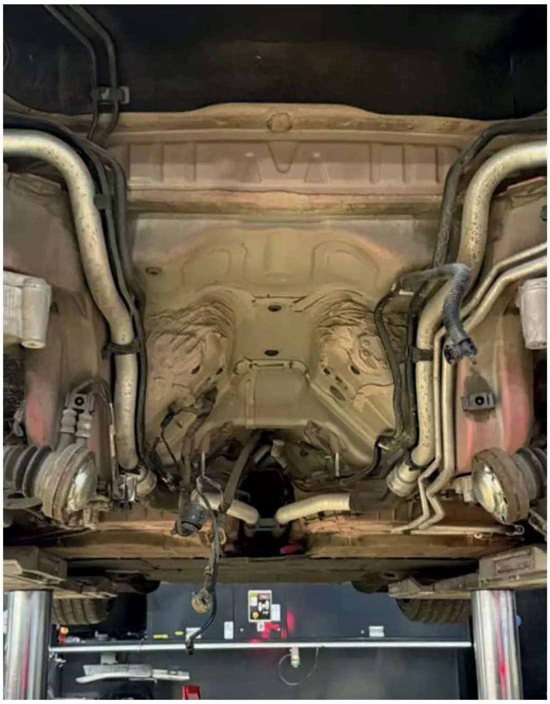
As if Richard Roberts hasn't suffered enough misfortune with his 991 Carrera GTS in recent months, the car now needs a replacement engine...

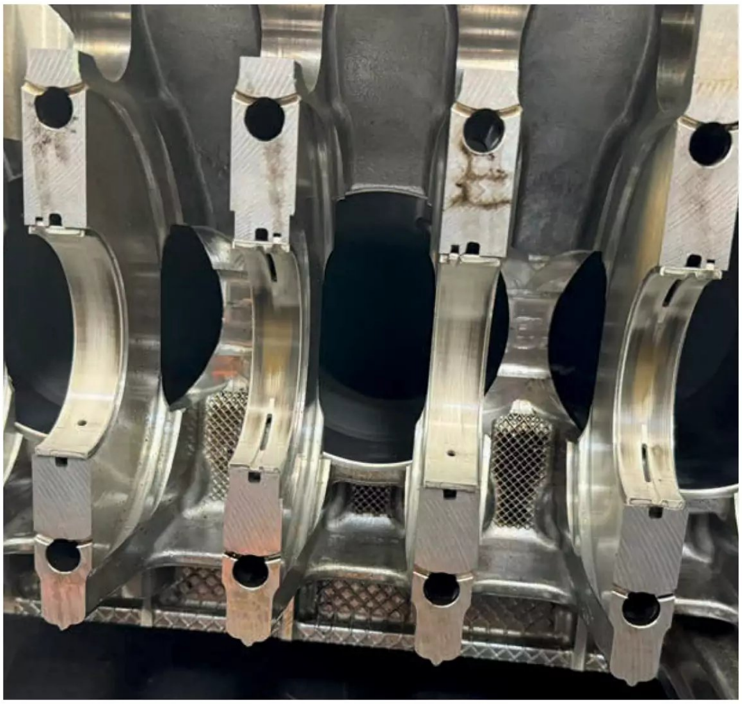
Bore score. Two words striking fear into the heart of 911 owners. Ask anyone down the pub and they'll tell you all 996s suffer bore score and intermediate shaft (IMS) bearing failure. They'll probably say all early 997s are at risk, too. Rumour has it, second-generation 997s are immune and bore score is completely unheard of in 991s. The reality, of course, is very different — whilst instances of bore score in Porsche's direct injection 911 Carrera engines are not as prevalent as barstool experts and naysayers posting in online forums and Facebook groups will have you believe, some of these flat-sixes are happy to present problems. There was a great article on the subject in this very magazine (see our February 2025 issue), where Editor Furr outlined faults now being detected in 9A1 engines powering the later 997. Today's article, however, concerns my 991 Carrera GTS.

In previous issues of *911 & Porsche World*, I've reported the ongoing saga of trying to fix the car's persistent problems. This is a 911 I've owned since January 2016, when the odometer displayed less than three thousand miles. What started as a weekend car became my daily driver and, during the course of the past nine years, I've covered close to seventy thousand miles across the length and breadth of the UK, as well mainland Europe in all weather and in all seasons. Contrary to what my recent writings might suggest, this car has always been reliable, dependable and utterly brilliant to drive.

This 991 has a clockwork service history and has been serviced and maintained by the same Porsche Centre from new. Incidentally, this is the very same main dealer I bought the car from. It has only ever let me down once, about four months after purchase, when it developed a fuelling fault and was running on three cylinders. The problem took six weeks to resolve, leading me to get a finance rebate from Volkswagen Financial Services on account of not being able to use the car for such a long period of time. It would run fine on idle, but would drop a bank under load. The

Above Major damage has been caused to engine internals, perhaps a result of an earlier fault causing the flat-six to run lean





Above Removal of the engine presents the perfect opportunity to carry out preventative maintenance

Right Bore scoring is met with corresponding wear on various components

Centre's workshop technicians were left scratching their heads.

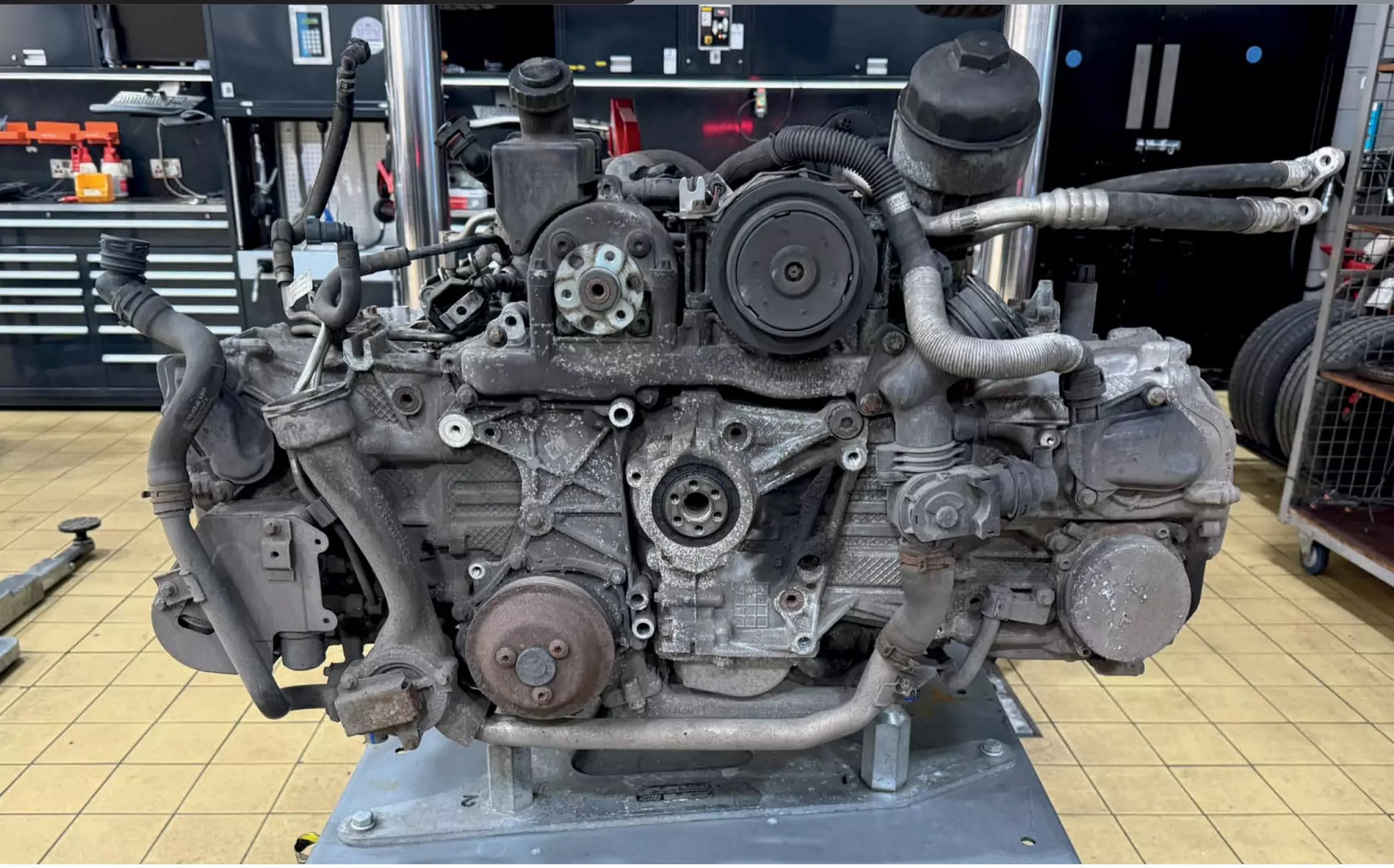
The fault was eventually traced to a fuel line banjo bolt with a manufacturing defect. The disc of metal stamped-out had found its way into the mouth of the fuel line, where it flapped about until it wore enough to wedge in the line and block the passage of petrol. The fault was fixed and all was well again. I'd highlighted an occasional prolonged rattle on startup, but otherwise, all seemed okay. I remember being told the rattle was a characteristic of this engine design.

HOPE FOR THE BEST

Fast forward to autumn 2023. I decided ol' red needed to retire from daily driving duties. About six weeks later, after dry storage and the use of a trickle charger, I started the engine and was treated to what sounded like a sticky tappet. The noise cleared after a few minutes. Then PCM stopped working, the handbrake was sticking, the passenger window regulator wouldn't always operate successfully and the reverse camera gave up. I contacted the aforementioned Porsche Centre in November 2023 and was told I'd have to wait until mid-February 2024 for the car to receive attention. No courtesy car was offered. Why so long? Lots of dead Taycans, apparently.

I waited patiently and eventually left the car in the Centre's custody. My 911 sat motionless for several weeks — not giving me a courtesy car (and therefore not worrying about when it would be needed for use by another dealership customer) meant there was no urgency for the work to be carried out. As many of you will recall, when the GTS made its way back to me some time later, PCM was restarting itself every twenty seconds, the passenger window was still whistling and the new reverse camera wasn't aligned. I've documented much of my misfortune in these pages, but what I haven't necessarily highlighted is the rattle on startup becoming more pronounced, to the point my car-savvy mates were cringing. By the end of last year, even my eighty-year-old mother was passing comment. Ouch.

The car has been back to the Porsche Centre seven times since February 2024. Cam chain tensioners were replaced on two separate occasions and, when the ten-year service was due in January this year, I asked for a borescope inspection to put my mind at ease. The engine was given a clean bill of health, but I asked for (and was promised) the scope pictures. They



didn't materialise. I chased and chased. And chased. The rattle got worse. It was now scaring small children. And me. Also, the handbrake was sticking. Again.

I arranged to deliver the car to the Porsche Centre on 20th February after waiting another prolonged period and was told the plan was to replace the flat-six's Variocam solenoids to stop the rattle. I asked for another borescope inspection and requested the resulting photographs. Four days later, I was given the bad news: evidence of scoring on cylinder number one. The engine needed to be stripped in order for the extent of the damage to be fully assessed. This work didn't start for another three weeks.

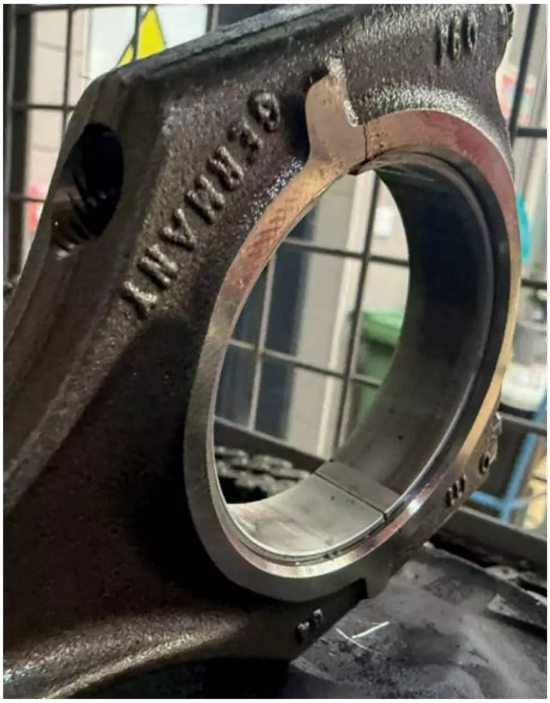
By this point in time, I was using a roll-caged Fiat 500 Abarth road rally car as a daily driver. I thought it reasonable to request a courtesy car. Looking back at my emails, I asked six times before being told none would be available during the time the GTS was being worked on. "Even though the car will be with you for an indeterminate period of time, you can't supply a courtesy car?" I asked, annoyed. "It's not indeterminate, we just can't tell you when you'll get the vehicle back," came the reply. Completely ludicrous.

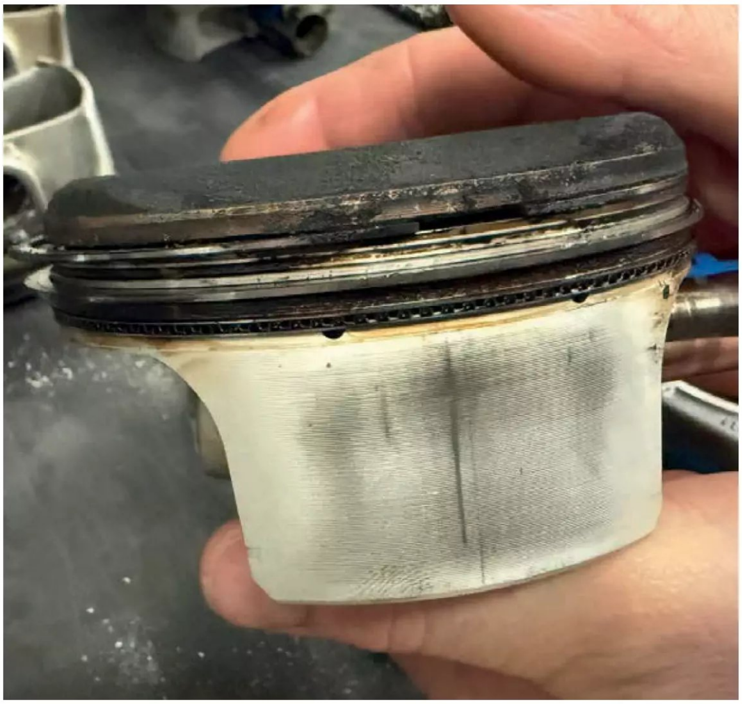
A heated argument followed. I contacted Porsche Cars Great Britain. A courtesy car swiftly became available.

I've since been to see the GTS. It looks rather sad for itself, raised on a ramp with its guts removed. Seeing the engine stripped to its bones was somewhat disconcerting. The technician dealing with the work is an old hand at building M96/M97 powerplants, but isn't aware of any 991 engines suffering bore score, until now. Looking at the separated engine parts, I could see a deep score on cylinder number one, along with a corresponding mark on piston number one. There's quite significant wear to the main and connecting rod bearings, all four cams are worn, as are the cam carriers in the head, which renders them scrap. A few days prior to writhing this article, I was told the engine will be replaced. The new flat-six is already with the Porsche Centre and, all being well, the car will be back with me by the time this magazine goes to print.

I've asked for the handbrake and window regulator to be sorted beforehand. I also spoke to the assigned technician about what could have caused bore score in this engine. It has never overheated or run low on

Above Off to the great scrapyard in the sky, to be replaced with new engine from Porsche





Above Rich has maintained his car's Porsche Extended Warranty, meaning his wallet will be spared the cost of remedial work and the new engine

oil, but he reckons the bearings suggest otherwise. He did say the engine could have been running lean, probably due to the fuelling issue I outlined at the top of this article, the wear making itself known many years later. Bar the first few thousand miles, the car has only been driven by me and a handful of close friends and family. It's never been thrashed and I always warm the engine considerately. Will there be more stories like this? The early 991 is maturing and mileage grows. There are already problems being reported on second-generation 991 Carrera engines (three-litre turbocharged units), although these are primarily faults with the accompanying forced induction equipment. As I've said many times before, thank goodness for Porsche Extended Warranty.

My opinion of my local Porsche Centre, a dealership I have recommended to many people over the years, has taken a real battering. I understand this is an old car by Porsche's standards, but it is covered by warranty and the dealership gets paid for warranty work by the manufacturer. The way the Centre has handled my car's problems is not what I expect from a company I've supported and bought several vehicles from. Many of my GTS's faults have been 'fixed' several times and the 'clean bill of health' from the previous borescope is truly bizarre. Let's hope all is well when the car is finally returned to me.

What next? A new engine should make this GTS a keeper. Preventative maintenance therefore makes even more sense than it did before, especially with the engine out. In the meantime, I'm enjoying my Macan courtesy car. It's a four-cylinder turbocharged variant developing 265PS, as per the engine in the Golf GTI. Not as characterful as the V6 in the Macan line-up, but reasonably sprightly and returns just under thirty miles to the gallon, when pottering about. This particular Porsche sits on nineteen-inch wheels. Lets face it, they're tiny in this day and age. Even my 'fridge freezer' Tesla runs on twenty-ones with 'rubber band' tyres. The nineteens on the Macan are wrapped in what looks like balloon rubber, reminiscent of an old Ford Capri.

I wanted to hate this compact SUV, but the more I use it, the better it gets. The ride is lovely — I suspect the high level of comfort is largely a result of those tall tyres, which smooth out our horribly pot-holed roads. My kids tell me this review suggests I'm now officially old. Perhaps I need another GT4? ●

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10/10

38 Classic & Sports Car March 2025

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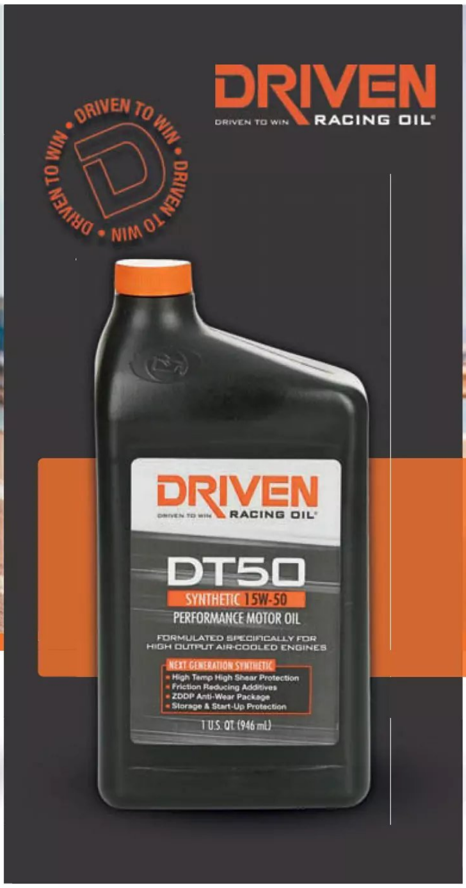

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YOUR NEXT PORSCHE

STRANGER THINGS

We love the Taycan Sport Turismo, but we're not convinced it's at its best in GTS guise...

Words **James Fossdyke** Photography **Barry Hayden**

The GTS and Taycan Sport Turismo badges don't necessarily make natural bedfellows. Just as there's something awkward about a GTS-badged Cayenne, the idea of making an estate version of the most handling-oriented Taycan feels a bit superfluous and, dare we say it, indulgent. The Taycan Sport Turismo is, however, arguably the most beautiful car Porsche currently makes and GTS trim sells well in the manufacturer's other product lines. You could, therefore, reasonably argue making the most beautiful current Porsche sportier — and in the eyes of many marque enthusiasts, even more attractive — is a no-brainer.

> THE STEERING IS SUBLIME, FOLLOWING INSTRUCTION FROM YOUR HANDS AS OBEDIENTLY AS A PRIZE-WINNER AT CRUFTS

The Taycan GTS Sport Turismo is definitely a looker. Just like every other Taycan, it is blessed with a lightly revamped exterior design incorporating new front wings and new lights, which have subtly made the car feel classier. Then there's the curvy-yet-taut rear-end styling, which made previous versions of the big-booted Taycan even more appealing than their saloon-bodied siblings. To this recipe, which is common to all the latest Taycan Sport Turismo models, GTS trim has added dark window lining, black badging and dark grey alloy wheels. It gets new Sport Design front and rear aprons with black inlays, while there's high-gloss black on the door mirrors. Personally, I'm not usually a great fan of black trim on cars. It always puts me in mind of old base-spec models with unpainted bumpers and steel wheels, but it has been working for Porsche's GTS models for years, meaning appetite for these upgrades is clearly there.

Part of the appeal comes from cabin, where the GTS gets Race-Tex microsuede paired with smooth black leather. As standard, customers get eighteen-way electrically adjustable Adaptive Sports Seats Plus, as well as a heated GT sports steering wheel with drive mode selector, which is part of the standard-fit Sport Chrono package. A BOSE sound system is also standard equipment, and there's a new Taycan GTS logo decorating the instrument cluster. As you'd expect, all this comes on top of standard Taycan stuff, including a digital instrument cluster, touchscreen infotainment system and a second touchscreen positioned lower down and presenting climate control and other functions. These screens help to liven up an otherwise pretty dark interior, but the optional panoramic roof fitted to our test car helped prevent it from feeling too oppressive.

All this sportiness would feel right at home in the GTS saloon, but the Sport Turismo doesn't naturally suit the 'cockpit' feel, primarily because race car interiors are cramped and the Taycan isn't. There's plenty of head- and elbowroom in the front, and the rear seats have plenty of legroom. In fairness, this is also true of the saloon, but the Sport Turismo has more rear visibility and more headroom for back-seat passengers. And, of course, it has more boot space. You get the same eight-four-litre forward storage tub under the bonnet, supplemented by a 405-litre cargo bay behind the back seats. In a GTS saloon, this space is reduced to 366 litres. Volume aside, the Sport Turismo's boot shape and tailgate aperture make it more useful than the saloon.

Race car cockpits tend not to be luxurious, but the GTS Sport Turismo is as posh as any other Taycan. The build quality, solidity and the materials on show are all fantastic. Everything feels properly substantial. Admittedly, I'm not convinced by the weird haptic feedback of the lower touchscreen, but the rest of it is difficult to fault. Then again, there should be no reason to pick fault with a car costing more than £118,000. And this is before you start mucking about with the options list, which is as lengthy as you can probably guess it to be. In fairness, the Sport Turismo body is one of the cheaper options on the list — this 'bigger boot' version of the Taycan GTS costs a mere eight hundred quid more than the saloon.

POWER GAMES

While the extra space has some impact on life inside the GTS, it doesn't have any major impact on performance. This flavour Taycan gets the same new two-motor powertrain, which provides up to 100bhp more than its predecessor, taking output to 690bhp. Admittedly, maximum power is only available for ten seconds with the use of the push-to-pass button in the drive mode selector (the rest of the time, the GTS has a maximum of 597bhp), but when you use every ounce of the Sport Turismo's might, it'll get from zero to 62mph in the same 3.3 seconds as the saloon. It also has the same 155mph top speed.

This means it's almost half a second quicker than the previous-generation Taycan GTS, which is quite

Facing page GTS has long been a favourite trim level for buyers of new 911s, the recipient car sitting somewhere between a GT Porsche and a Carrera S, but do the three letters amount to a better Taycan Sport Turismo?

Above Monster acceleration sees the leap from rest to 62mph in 3.3 seconds, only a fifth of a second slower than the 992 Turbo S

the achievement for a car weighing 2.3 tonnes. These numbers alone, as impressive as they sound, don't adequately convey the immense performance of the GTS. It might not be the most powerful model in the Taycan range, but it doesn't feel much slower than the mighty 1,020bhp Turbo GT. The visceral smack you get from instantaneous acceleration is akin to being gut-punched by a boxer, and the combination of the all-wheel-drive system and massive tyres means there's no hint of wheelspin or threat of the car letting go, even in cold, greasy driving conditions.

It's all accompanied by the GTS's synthesised soundtrack, designed to add more character to the powertrain. Does it work? Not really, but it doesn't need to when there's this much power to play with. Besides, it's nice to know Porsche is putting in effort to make the Taycan more exciting, regardless of whether the exercise proves successful. It's important to note, power isn't really the most important aspect of the GTS recipe. Yes, this Porsche has to be quick, but to fulfil its position as the most handling-oriented model in the Taycan range, it's had a host of model-specific chassis improvements. Porsche Active Suspension Management (PASM) is combined with Porsche Torque Vectoring Plus (PTV Plus) as standard for maximum traction, but you can add Porsche Active Ride (PAR) as an option, complete with GTS-specific tuning. It's supposed to make the car more comfortable, while also keeping control of the body in corners.

The all-wheel-drive system has changed, too, thanks to a front electric motor which can be decoupled whenever traction is available, and when the driving dynamics and stability control systems allow it to do so. Then, when required, the motor re-engages "within milliseconds" to help with

TECH SPEC

Model	Taycan GTS Sport Turismo
Price	From £118,300
Charging time	18 minutes (time given for direct current with maximum charging power between 10% and 80%)
Range	326-373 miles
CO_2 emissions	0g/km
Top speed	155mph
Power	597bhp (690bhp with overboost)
Torque	583lb-ft
0-62mph	3.3 seconds
Weight	2,310kg (DIN)
Length	4,963mm
Width	2,144mm (including mirrors)

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Above The bigger the Porsche, the more plus the interior, as demonstrated by the luxurious GTS cabin

acceleration or energy recuperation. If you want to, you can combine the all-wheel-drive system with all-wheel steering, intended to make the car more stable at high speed and more agile at low speed.

All this means the Taycan GTS Sport Turismo is pretty sensational in bends. The steering is sublime, with plenty of feel and pinpoint accuracy, following instruction from your hands as obediently as a prize-winner at Crufts. Make no mistake, this Taycan flows beautifully with very little body roll, even in Normal mode, with virtually none in the Sport Plus setting. With so much grip and such good body control, it feels as though the bounds of possibility are almost limitless.

I say almost because though the Sport Turismo is incredibly impressive, it doesn't quite have the same agility as the saloon, despite being close in corners. The difference is small, but there's noticeably more weight at the back of the Sport Turismo than you get in a Taycan saloon. It doesn't damage the driving experience per se, but it reminds you the Sport Turismo might be good, but it isn't quite the sports car the saloon can claim to be. That said, it rides like one. The GTS Sport Turismo is noticeably firm on the road, and particularly at low speed. Even in Normal mode, the ride is remarkably stiff around town, with broken surfaces and sleeping policemen sending thumps and jolts through the cabin. It's as though the suspension is too soft and too sluggish to deal with bumps properly. In fact, it feels so awkward, low-speed driving is slightly better in

5 °C
60
0 25 50 75 100 125 150 175 200
mph
1261 mi
GTS
0
mph
202 mi
Current lap
0:00:00 00
Fastest lap
--:--:-- --
Press to show
PUSH-TO-PASS
NORMAL
13:49
R
N
D
P

Above Digital displays are the new Porsche norm, like 'em or not

Sport mode. It isn't necessarily much more comfortable through initial impact, but the suspension feels more settled and more composed in this guise.

The roles are reversed at high speed, where Normal mode rides smoothly and subtly, making the Taycan a great motorway cruiser, where Sport mode leaves things feeling a bit jiggly, particularly if you hit a cat's eye, or even a white line in the road. In fact, if you put the car in Sport Plus mode, things are jiggly all the time, to such an extent hitting a bump on a country lane is quite alarming. The trade-off is liveliness of handling. Get a smooth road (even if they are quite difficult to find these days) and you will have a spectacular drive in the Taycan GTS Sport Turismo, the kind of drive which immediately reminds you why Porsches are so intoxicating.

As brilliant as all this is, the fact remains the Taycan GTS needs a good electric range to be successful. Porsche knows this, hence the change to the all-wheel-drive system. It's why the Taycan GTS gets the new Performance Battery Plus (PBP) introduced to the Taycan line-up. Although just 97kWh of the 105kWh battery is usable, it still provides range of more than 420 miles in the basic Taycan saloon, though the extra performance — and the extra motor — of the GTS cuts the figure to 390 miles, while the less aero-efficient Sport Turismo body takes a further ten or so miles off the total.

Not that you're likely to achieve the official range in the real world.

With so much performance on offer, getting past three hundred miles on a single charge will take a fair bit of doing. Our test suggested range of approximately 250 miles is about right on the motorway. The truth, then, is you probably won't really notice the difference in range between the saloon and the Sport Turismo, but given the efficiency of rear-motor Taycans, you'll spot the difference between those and the GTS.

ELECTRIC AVENUE

Even so, charging the GTS isn't going to be a great chore. If you can find a 350kW charging point, you'll be able to top-up the battery from ten to eighty percent in eighteen minutes, assuming ideal conditions. At the maximum rate, you're adding more than 170 miles of official range in just ten minutes, but the catch of such a large battery is if you want to charge at home using a 7kW 'wallbox' unit, it'll take more than half a day to charge to a hundred percent from zero. Still, given you're unlikely to be charging from empty, you should be able to recharge the battery sufficiently overnight.

The fact remains all these things are as true of the GTS saloon as they are of the Sport Turismo, leaving the estate body somewhat out in the cold. In terms of handling and range, the fact the GTS Sport Turismo gets so close to the saloon is an impressive feat of engineering, but there's still something compromised about this version of the Taycan. It doesn't quite have the handling or efficiency of the saloon, and in a product line-up where all models are separated by fine margins, there seems little point in choosing the Sport Turismo in GTS form unless, of course, you're completely sold on GTS styling and the Sport Turismo body shape.

For everyone else, the Taycan 4S is almost as capable as the GTS, but is cheaper and offers greater range, which makes much more sense if all you're looking for is a great Porsche estate. If you want a sports car, meanwhile, the GTS saloon is the better and fractionally livelier bet. Unfortunately, the GTS Sport Turismo somewhat falls through the cracks. ●

Below Even with the rear seats upright, the GTS offers loads of luggage space

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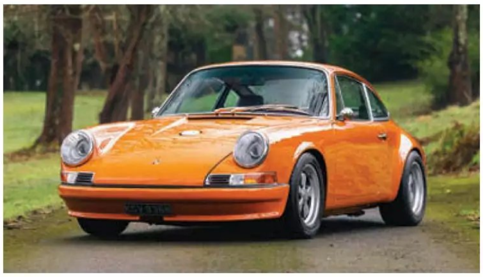
AUCTION NEWS

Looking for your next Porsche? Exciting auctions either side of The Pond promise to serve up a delicious selection of P-cars for your perusal...



In Farnborough's embrace, Farnborough International Exhibition and Conference Centre honours automotive elegance and aviation legacy. Classic car enthusiasts gather amidst echoes of pioneering flight, celebrating timeless craftsmanship and significance. Amidst aviation's grandeur, each car is a testament to enduring beauty and innovation. Welcome to Farnborough, where history takes flight once more.

Historics Auctioneers certainly knows how to announce an auction with drama, as our opening paragraph (lovingly borrowed from the auction house's event catalogue) ably demonstrates. Yes, it's that time again — Historics Auctioneers will take over the Farnborough International Exhibition and Conference Centre at the beginning of May, with Thursday 1st and Friday 2nd serving as viewing days, and Saturday 3rd playing host to the main event, which at the time of writing, features an enticing selection of Porsches old and new. If you're on the hunt for your next Porsche, then Farnborough should be on your radar.

Among the lots taking our fancy are a 1983 911 SC in Guards Red (listed with an estimate of £36,000-£42,000), a 2015 718 Boxster Spyder (£55,000-£65,000), a 1992 928 S4 (£12,000-£16,000), a 2004 996 GT3 (£55,000-£70,000) and a 1988 Grand Prix White 911 Turbo (930) with a surprisingly low 50,548 miles from new (£82,000-£98,000).

This fantastic example of the iconic 930 was first registered on 5th May 1988. Presented in its original colour over a navy blue interior, this four-speed Turbo presents as one of the best-preserved 930s available right now. The vendor has decided to sell the car due to illness, having secured custody of the Porsche in 2018 from its fifth owner, who had stored it in a dry garage for many years. For the vendor, a motorsport engineer by trade, this was a retirement treat, a car needing some mechanical recommissioning, but representing a well-kept, low-mileage, timewarp Turbo.

Upon purchase, and whilst working as a race engineer on classic F1 machines, the car was handed to Peter Chambers Automotive, a Porsche specialist in Gloucestershire. The full detail of what followed can be found listed on the receipts in the history file, and includes a full engine and drivetrain rebuild attracting cost in excess of £38,000.

After a time running-in the refreshed flat-six, the vendor has enjoyed using the car for navigation rallies and club meets. He describes this tip-top Turbo as an absolute joy, and has loved the effect of lag, as is par the course with turbocharged sports cars of the period.

He wanted to make sure the Porsche was in perfect working order for its new owner. Since he could no longer work on the car himself, he commissioned Precision Porsche to carry out a major service, a few minor maintenance jobs and to prepare a thirty-eight-page pre-purchase inspection report, providing some of the very best confidence when buying such a collectible vehicle.

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Another of the Historics lots grabbing our attention is an S/T-inspired 1976 911 S restomod, which started life with a 2.7-litre flat-six, but now makes use of a 2.4-litre unit. Delivered new to the US, this stunning air-cooled classic has been extensively restored. Imported into the UK in 2016, the restoration was undertaken and completed in 2023. The work was handed to Stuttgart Classica, where the car underwent a rotisserie strip to bare metal and was treated to various body modifications. Riviera Autobody reworked the rear wheel arches and carried out final panel fit and a full respray. Interior specialist, 13 Stitches, retrimmed the interior, including dashboard, seats, carpet, headlining and door cards using distinctive purple leather. During these extensive works, the Porsche was equipped with a rebuilt 2.4-litre engine and Type 901 gearbox. It has covered little mileage since.

BROAD ARROW IS ALSO INVITING SHOW ATTENDEES TO TAKE ADVANTAGE OF THE RARE OPPORTUNITY TO BUY A GENUINE 944 TURBO CUP

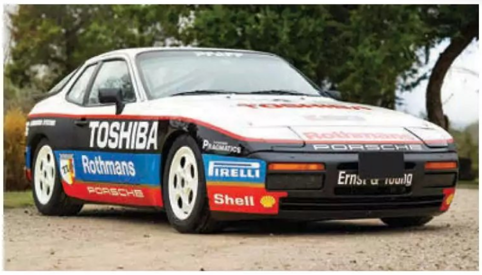
The original wiring loom was upgraded with an updated fuse box. Torsion bars were removed and new independent rear suspension fitted. Also installed were six- and four-piston calipers, front and rear respectively. Make no mistake, this 911 presents in excellent condition throughout, the paintwork is superb (with no blemishes to note) and the interior is unmarked and fresh. The engine bay is also in excellent order, as is the underside of the car. This fantastic classic Porsche has been treated to exceptional attention to detail, with upgrades including a reworked oil side filler and a functional fuel filler to the bonnet. Also fitted are modern LED headlights costing circa £3,000, along with a correct-style Porsche bonnet crest. Budget between £94,000 and £108,000.

If you're reading this magazine Stateside, then the upcoming Broad Arrow auction at Air|Water in Costa Mesa is more likely to be of interest. The cars available are no less varied, as the pictures on this page highlight. First up is a 1960 356 B Super 90 given a 'Sanction Lost' makeover by Zagato. Essentially the realisation of an aborted styling project during the 356's time in production, the car is one of a handful of examples prepared by Zagato in 2015 and makes use of lightweight aluminium coachwork dressed in Silver Metallic paint. The estimate is set at $325,000-$375,000.

Also at this Broad Arrow all-Porsche auction is a 2023 718 GT4 RS with Weissach pack. Offered with little more than seven hundred miles from new, finished in Racing Yellow and wrapped in Xpel paint protection film, this near 500bhp Cayman has been in the possession of a single owner from new and is expected to achieve $225,000.

The 996 is finally coming of age, and as the Auratium Green Carrera 4 coupe pictured here illustrates, is looking better all the time. Powered by a replacement 3.4-litre flattie and converted to rear-wheel drive by Polar Automotive, this particular 911 features an interior trimmed in Campbell Dress plaid and carries an original Aerokit. A non-sunroof car from new, this early water-cooled 911 is listed with an estimate of between $110,000 and $120,000. Strong money for a Carrera of this age. We look forward to seeing how high the winning bid is.

Broad Arrow is also inviting show attendees to take advantage of the rare opportunity to buy a genuine 944 Turbo Cup. The 1988 Toshiba-ISG racer, to be exact. Purchased new by Terry Cleland's Canadian Pragmatics for the 1988 Canadian Rothmans Porsche Challenge season, the car shows 24,398 kilometres at cataloguing and remains eligible for historic racing or road use. Offered with documentation covering an uninterrupted thirty-five-year ownership history and Bill Adam's original Rothmans Porsche Challenge driver jacket, this turbocharged transaxle is listed with a lower estimate of $150,000, ten times that of the sale's 2002 986 Boxster S and a third more than the event's genuine 1970 914/6. ●



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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available from specialist outlets, we drool over a genuine RUF CTR up for grabs at Air|Water...

Words **Dan Furr** Photography **Jeremy Cliff**

SUBSCRIBE TO 911&Porsche World SEE PAGE 116 FOR DETAILS

Above The RUF CTR is one of the most influential sports cars manufactured

Remember the RUF CTR swapping hands for $6,055,000 at last month's Gooding & Company auction at Amelia Island? Well, the car you see splashed across these pages isn't it. Yes, like the old proverb about waiting for a bus, *another* Blutengelb CTR is up for grabs, this time at Broad Arrow's second annual auction at the forthcoming Air|Water happening, organised by the team behind the popular Porsche-themed Luftgekühlt events hosted worldwide.

The single-day auction is set for April 26th at the Orange County Fairground in Costa Mesa, California, and will feature more than fifty desirable Porsches, as well as a selection of coveted memorabilia relating to the Stuttgart concern and its products. Following the eye-watering price realised for the CTR going under the hammer at Amelia Island, however, all eyes will be on the Air|Water event's 1989 CTR.

The importance of this ground-breaking RUF cannot be overestimated. The 3.4-litre sports car remains the benchmark for the RUF brand. It's also the reference performance car of its generation and a rare classic for a new generation of collectors. The example Broad Arrow has the pleasure of presenting at the Air|Water auction is one of only twenty-nine CTRs built and is known to be the only Pfaffenhausen-assembled CTR specified with a special lightweight interior. A fully matching-numbers RUF, the car is factory authenticated by its RUF Zertifikat. This is an exceptional example of RUF's record-breaking supercar, made

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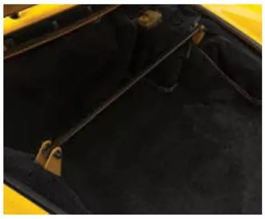

Sabelt
Sabelt

Above Immaculate presentation and *that* paint job will encourage many bids, we're sure

world-famous at the Nürburgring by test driver, Stefan Roser. Broad Arrow tells us the car is estimated to achieve between $4,500,000 and $5,500,000.

"The RUF CTR represents the pinnacle of all rear-engined, air-cooled production sports cars and is the ultimate design evolution of RUFs work as the 1990s drew near," says Alexander Weaver, Senior Car Specialist and Vice President of Private Sales for Broad Arrow. "Without question, the CTR is one of the most sought-after supercars of our time and continues to gain ground in both value and collectability, especially when pitched against other sports cars of the era. The upcoming Air|Water auction comprises a terrific offering of Porsches. We'll be presenting a 964 reimagined by Singer Vehicle Design, a Carrera 6 and a 964 Turbo 3.6 X88, bringing together highlights from all eras and facets of the brand. The auction, coupled with the already sold-out Saturday show, will be a highlight on the Porsche calendar, and we look forward to welcoming interested parties from around the world."

As we reported in our last issue, Aloisa Ruf (daughter of Alois Ruf Jr, son of RUF founder, Alois Ruf) was keen to stress the importance of the CTR, not only for RUF, but for the sports car world in general. "The CTR remains a testament to the very essence of our brand," she told us. "An unrelenting commitment to engineering excellence, innovative technical design and the highest possible standard of automotive performance. The cultural impact of the CTR cannot be overstated. We are proud of the model's lasting influence."

NAMING CONVENTION

The *Yellowbird* nickname was coined by an article in *Road & Track* documenting CTR speed trials. As depicted here, the car being tested was finished in Blutengelb. The magazine's reporters noted how striking the paintwork was against the grey skies on the day of the photo shoot, referring to the car's appearance at speed as being something akin to a yellow bird. Needless to say, contrary to popular belief, this isn't an official name for the car — CTR is the official moniker, an abbreviation of Group C Turbo RUF.

Another popular misconception is that the CTR is based on the era's 911 Turbo. The RUF was, in fact, based on the Carrera 3.2 because of the normally

Nakamichi RD-X7/RD-
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Monte Shelton
PORTLAND ORE

Above 906 is offered in unrestored condition and was raced by Monte Shelton in the 1960s

aspirated model's lower weight and better aerodynamics. Aluminium body panels replaced steel, fibreglass replaced heavy plastics and airflow was further optimised. The 3,164cc boxer, meanwhile, was increased to 3,367cc and kitted out with a digital engine management and fuel system designed for the 962 Group C sports-prototype. Twin KKK turbochargers joined the party. With further engine modifications, 408lb-ft torque was achieved at a punchy 5,100rpm.

Regardless of RUF's officially published performance figures, independent tests revealed output in excess of 490bhp. Granted, the 959 was quicker from rest to 60mph in a straight line, but the CTR's top speed of 213mph and low kerb weight of 1,150kg made it the world's fastest production car, a record it held for five years until arrival of the McLaren F1.

Even in the modern era, a CTR can keep up with the best of the world's sports cars — *Road & Track* reunited with the rare RUF for a fresh round of testing in 2005, when an example of the ground-breaking speed machine (with more than 100,000 miles on the clock) kept pace with the latest offerings from Porsche. *Autocar* reported the same when pitching the CTR against a Carrera GT, Ferrari Enzo and Mercedes-Benz SLR McLaren.

KNOWN TO BE THE ONLY PFAFFENHAUSEN-ASSEMBLED CTR SPECIFIED WITH A SPECIAL LIGHTWEIGHT INTERIOR

The Porsche Air|Water Auction reflects Broad Arrow and Hagerty's continued commitment to the Porsche community, helping enthusiasts to protect, buy, sell, and enjoy Stuttgart-crested cars. The auction adds an experiential element to the Air|Water event, attended by thousands in 2024.

Bidder registration and additional information on all current consignments is available to view by visiting *broadarrowauctions.com*. The full digital catalogue for Air|Water will be available by the time you read these words.

Of the Carrera 6 (906) on offer, chassis no.906-140 is an excellent example of the streamlined sports-prototype, known for capturing overall victory at the 1966 Targa Florio and signalling the dawn of a new golden age of endurance racing. This particular car is offered in largely unrestored condition, retaining numerous as-built details. It is fitted with a replacement magnesium-case Type 910 flat-six engine and its original serialised racing gearbox. The car wears blue livery, as campaigned by sports car dealer and racing driver, Monte Shelton, in the late 1960s. The estimate? Budget between $1,600,000 and $1,900,000, well under half the expected sale price of the event's CTR. ●

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PORSCHE 996 TURBO

2002, 108000 miles, £25,000. £30k spent during my 5 years of ownership, £18k this year alone. New suspension, steering column and rack, tyres, screen etc etc. Still requires a couple of jobs to make it tip top. Drives beautifully. Please call 07872317195, Greater London.

124861

PORSCHE 911 S

2004, £37,995. Porsche 996 C4S for sale which has covered just 21000 miles. A fantastic example which condition wise is like new. Very little signs of wear inside and out. Completely original car finished in special order Atlas Grey metallic with light grey nappa leather interior. The car was in storage for 7 years and in recent years over £9000.00 spent on service work with receipts to back. This car needs nothing but a new home. It comes with the hard top from factory finished in Atlas Grey. The current owner has had the MMI unit upgraded to a more modern system but has the original unit also. It has the switchable sports exhaust system, heated seats and 18 inch turbo design alloy wheels. If you are looking for the perfect C4S then look no further. We welcome any part exchange. For more information please call Rob on 07730979259, East of England.

PORSCHE 911T

1973, £134,995. Meticulously maintained and always garaged. Completely restored in California in 2014 covering around minimal since. Finished in its original colour combination of classic Aubergine with beautiful Beige interior and removable Black targa top. Porsche COA on file. Fitted with many rare options. Please call 01765 609798, Yorkshire and the Humber. (T)

124071

PORSCHE 911

2001, 162000 miles, £11,995. 996 manual Carrera 4. Reluctant sale of my Porsche 911 due to purchase of another car. This is a well sought after manual model in four wheel drive. The vehicle has an extensive service history with the majority being done by the same independent Porsche specialist who fitted a new Porsche engine at 90,000 miles. All receipts kept in detailed file recording my ten year ownership as well as previous owners expenditure and MOTS. Oil and filer changed every year regardless of mileage. Please call 07973122692, Greater London.

125785

PORSCHE 911 CARRERA TARGA

£9,000. 1988. Black, on SORN for ten years, needs work, 911 reg no. Please call 01962 862661, South East

10446

PORSCHE 911

£44,745. First registered May 2004 (04 Reg) this Porsche 911 (996) Turbo Cabriolet is a factory X50 pack car (comprising of larger turbos and intercoolers) which provided a further 39 bhp over the standard 415 bhp output, with the PCCB Ceramic Brake option this is for all intents and purposes an "S" specification car. Beautifully presented in Arctic Silver with a Black Leather interior; this six speed Manual transmission example enjoys many factory optional features including: Turbo II wheels, Wind deflector, Xenon lights, Bose Sound package, Heated Seats, Cruise Control, Parking Aid, PCM 2 Telephone and Aluminium Console. Please call 01798 874 477, South East

PORSCHE 911 S

2020, 15,000 miles, £82,995. Porsche 922 C2S Convertible for sale finished in Basalt Black with full red interior. This car has covered just 15000 miles and is in very very nice condition inside and out. The car offers blistering 911 performance at a now sensible price. Specification as follows: Extended red leather interior, red roof, black exterior, sports chrono package plus, 20/21 inch sport design alloy wheels, chrome tipped twin sports exhaust switchable system. We welcome any part exchange. If you would like to see a video of this car please call Rob. Please call 07730979259, East of England.

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PORSCHE 911

2005, 22000 miles, £35,000. 996 carrera 4S Tiptronic one owner from new, seal grey, midnight blue leather interior, PSM, 18" turbo wheels with mitchelin tyres, switchable sports exhaust, full service history. Please call 07973760534, South East.

124438

PORSCHE 911

1980, £87,500. As brand new. Everything done top to bottom. Super Carrera G series. UK registered all matching numbers. Please call 07860744358, South East.

124789

PORSCHE 911 TURBO TIPTRONIC S

2008, £52,995. Porsche 997 Turbo convertible for sale finished in Agate Grey metallic with full black leather interior. This car has been in long ownership with the previous owner. Recently serviced the car has covered very little mileage over the past 7 years. Specification as follows. BOSE sound system, Aluminium entry guards, white dials, black roof with Agate Grey hard top, tiptronic S gearbox, classic steering wheel, electric heated black leather seats with crested headrests, navigation. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259, East of England

PORSCHE 911

2019, 27,000 miles, £79,995,00. Porsche 992 C2S for sale finished in Crayon with Crayon seats. Fabulous example with extended Porsche warranty. Specification as follows. Heated seats, heated steering wheel, sports chrono package, BOSE sound system, Sports exhaust system, 20 / 21 inch classic alloy wheels, light design, adaptive cruise control. We offer great rates of finance and welcome any part exchange. For more information please call Rob. Please call 07730979259, East of England.

PORSCHE 911

1984, 208000 miles, £32,500. Bright Red 3.2 911 Carrera, Left Hand Drive. MOT till April 2025. Previous owner was the editor of Porsche World. Please call 07871924318, East of England.

122960

PORSCHE 911 S

2011, £44,995,00. Porsche 997 C4S Convertible Gen 2 for sale. A fabulous example. Very very clean nice original car finished basalt black metallic with Ebony black leather seats. Very rare in the fact it has the 6 speed manual gearbox. Multifunction steering wheel, White dials, heated seats, sport design alloy wheels, rear parking sensors, navigation with bluetooth are just some of the options to list. If you are looking for an immaculate 997 C4S manual then look no further. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE 993

1996, £85,000. 3.6 litre twin turbo 6 speed gearbox, full cage bucket seat air jack system BBS wheels and spare set. Wide body road race car includes V5. Please call 07860379440, East of England.

125135

PORSCHE CAYMAN 3.4 S

2006, 75,500 miles, £17,995,00. Porsche Cayman 987.1 CS just arrived into stock. A very nice example with thousands spent to make this a real one off example! Specification as follows: Sport Chrono Package Immaculate Lobster Claw Alloys 19 and 20. Full leather interior in great condition. Recent MOT – no advisories (last 3 weeks it was done) Recent full service including drive belt done in July all main dealer specialist. All work kept and receipts and history for everything. Please call 07730979259, East of England.

PORSCHE 944 S2

1990, £14,495. Finished in Tuerkisblau / Blue Metallic (LM5M). Only 11 units believed to have been produced in this wonderful shade of which only 8 are left in existence (source Porsche Club GB). Linen Leather with Blue Piping & Two Tone Dash set off the interior beautifully. Presented in immaculate condition throughout with only a few minor marks representative of age and mileage. Fresh from a full health check, MOT, service and cambelt at Sam Lander Porsche Specialists. Great history file. Everything works throughout the car including the Sunroof. Dash does have the usual small cracks. Factory immobilizer still fitted. Tool kit present. Sunroof storage bag present. Rear load cover present. Factory option sticker present in boot. On the button ready to go. Full dealer facilities available. Please call 01765 609798, Yorkshire and the Humber.

PORSCHE BOXSTER

2001, 109500 miles, £5,500. Sadly it's time to let my much cherished 986 s go to a new home after almost 8 years of ownership. The colour is Lapis blue metallic complimented by Boxster red leather interior and hood in Fulham red. It comes with a 2 inch thick folder of every receipt since new and has a very good history, last serviced at 104,500 miles. Next MOT due 4.4.25. The private plate T11 EPB will go with the car (THE PB). Tyres are excellent Kuhmos and still have the checker flag imprint on the tread. A new clutch and flywheel were fitted at 106,500 miles and new genuine Porsche front springs fitted a couple of weeks ago along with new rear brake pads and new wear sensors on each corner. Just before lockdown I was about to have a new red hood fitted with a glass rear window but that didn't happen so in lockdown madness I dyed the hood myself. Please call 07469713341, North East.

124233

PORSCHE BOXSTER 2.7

2005, 75000 miles, £10,995. With blue paintwork and tan interior, sports exhaust, recent service, full mot, genuinely immaculate condition. Please call 07500714593, Scotland.

123115

PORSCHE BOXSTER

2003, 82000 miles, £6,950. Arctic Silver paintwork, blue hood, leather seats, Porsche crest on seats, 18 inch Carrera wheels, 4 new P1 Pirelli tyres, polished new exhaust. Please call 07923105828, East Midlands.

122859

PORSCHE BOXSTER 987

2008, 44400 miles, £10,500. 2687 cc. Sport edition, 6spd. Blue. Sports seats. Bose audio. New blue hood 2017. Excellent condition with FSH. MOT October 2024. Private sale. Please call +447939528614 or 01603400971, East of England.

123261

PORSCHE BOXSTER

2003, 51150 miles, £10,450. 3.2s-260BHP. Full history. All original. Last main service at 50k. Recent wheel refurb. Summer use only, garaged in winter. VGC in and out. Hard top and stand included. Please call 07530773273, Scotland.

123409

PORSCHE BOXSTER

2001, 47500 miles, £10,000. Porsche 986 (black on black spec) Boxster with a 2.7L engine. Beautiful low mileage example in excellent condition all round. Tasteful upgrades include clear facelift headlights, 18” 996 turbo twist alloy wheels (unmarked) wrapped in new Michelin Pilot Sport 2 tyres and a Blaupunkt retro look head unit with bluetooth. Full service history and at 37,000 miles the clutch was replaced along with an upgraded LN Engineering IMS bearing. The Rear Main Seal was also done at the same time. 5 owners. Next MOT due May 2025. Please call 07834156681, South East.

124738

PORSCHE BOXSTER

2012, 29000 miles, £31,900. 62 plate. Full Porsche dealer and specialist history. This car’s history has been documented in ‘The Fleet’ section of 911 and Porsche World magazine every month in great detail for the 3 years I have owned it. It also appeared on the cover along side my 981 GT4 last year with an 8 page feature. Total cost of options: £12,295. Additional recent maintenance includes: brand new Michelin PS4’s fitted in March, wheels refurbished in November 2023, important 12 year PDK gearbox serviced carried out last year November 2023 year at RPM, both AC condensers replaced this year in July 2024, fully 3 stage paint correction with ceramic coating in 2022 at a cost of £1000 (took him 3 days!) all paint was depth checked and all panels original apart from bumpers and skirts. Please call 07974185777, Yorkshire and the Humber.

125152

PORSCHE CAYENNE E-HYBRID

2024, 9000 miles, £84,995. Porsche Cayenne Coupe for sale and first of the new shape! This car has the all new engine and battery set up with the longer 60 mileage range on electric charge. A very nice example supplied by us to the previous owner back in 2023. The car is finished in Basalt black metallic with full black leather seats and 22 inch gloss black alloy wheels. Specification as follows. Heated electric memory seats, panoramic sunroof, front and rear parking sensors with parking camera, sports chrono package plus, 22 inch gloss black alloy wheels, privacy glass, black exterior styling, crested headrests, 5 seats, piano black trim. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE CAYENNE GTS

2020, 36,900 miles, £67,995.00. Coupe for sale finished in Metallic Basalt Black with full black GTS interior. Great example supplied by us to the previous owner back in 2021. Probably the biggest specification we have ever seen complemented with 22 inch satin black Vossen alloy wheels with brand new matching tyres all round. Options as follows; 14 way electric heated memory seats, adaptive cruise control with lane assist, heated steering wheel, Sports Chrono package plus, rear wheel steering, Privacy glass, folding mirrors, 22 inch Vossen alloy wheels, sunroof, black tipped tail pipes. A great specification example. We welcome any part exchange. Please call Rob on 07730979259, East of England.

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124520

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124518

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£65. Genuine Porsche panamera rubber over protective mats. These are approximately £190 new. Priced to sell at £65 collect or plus postage. Please call Richard. Please call 07967 024311, Hampshire

10432

PORSCHE REGISTRATION NUMBER

£10,000. 718 F. Ideal personalised registration for owners of 718-generation Boxster/Caymans or vintage 718 race cars. Available for immediate transfer to new owner. Please call 07828 260172, East of England.

124747

PORSCHE PARTS

£75,000. 911 Porsche DVLA cherished plate: 91 ONE. Please call 07970600900, Greater London.

125681

PORSCHE 911 PARTS

1973, POA. Early 911 parts, tool roll, air pump (unused) rear override rs, turbo driver manual plus others, jack, 911 badge, etc etc. Please call 07737 174200, West Midlands.

125150

PORSCHE REGISTRATION NUMBER 981 RHW

£1,500. Personal registration on retention certificate available for immediate transfer. South West London. Please call 07836 227706, London

10462

PORSCHE TYRE SAVERS

Tyre Savers

£90. Tyre Savers - 8 pairs (enough for 2 cars), purchased from PCGB; 2 pairs are still in wrappers. £90 to include postage or £75 collected (6 miles SW of Bath). Call Mike or email: mikercarter@outlook.com. Please call 07768740929, South West.

125180

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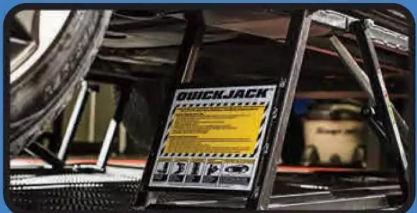

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